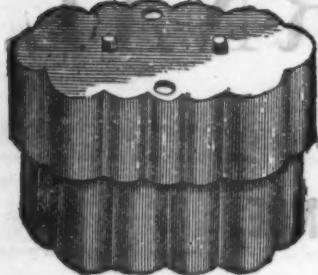


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# AMERICAN RAILROAD JOURNAL.

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ENGINEERING, BANKING, MINING, MANUFACTURES.

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## American Railroad Journal.

New York Saturday, April 24, 1869.

### Railroads of New York.

The following is a list of Railroad Companies organized during the year ending September 30, 1868, that have filed Articles of Association in the Office of the Secretary of State of the State of New York:

Black River and St. Lawrence Railroad Co.—Articles of Association filed June 30, 1868. Length of proposed road about 38 miles. Located in Jefferson and St. Lawrence Counties. Capital stock, \$380,000.

Black River and Woodhull Railroad Co.—Articles of Association filed June 20, 1868. Length of proposed road and branches about 12 miles. Located in Oneida County. Capital stock, \$25,000. This road is to be laid with wooden rails, to be used for transporting lumber and wood with horse power.

Booneville and Constableville Railroad Co.—Articles of Association filed January 31, 1868. Length of proposed road 8 miles. Located in Oneida and Lewis Counties. Capital stock, \$125,000.

Booneville and Ontario Railroad Co.—Articles of Association filed April 16, 1868. Length of proposed road about 45 miles. Located in Lewis and Oneida Counties. Capital stock, \$500,000.

Brooklyn City, Hunter's Point and Prospect Park Railroad Co.—Articles of Association filed July 31, 1868. Length of proposed road 16 miles. Located in Kings County. Capital stock, \$300,000.

Buffalo, Corry and Pittsburg Railroad Co.—Articles of Consolidation of the Buffalo, Oil Creek and Cross Cut Railroad Company, and the Cross Cut Railroad Company of Pennsylvania, pursuant to Act Chap. 753, Laws 1867, forming the company, filed October 15, 1867.

Cattaraugus Railroad Co.—Articles of Association filed March 10, 1868. Length of proposed road, 22 miles. Located in Cattaraugus County. Capital stock, \$500,000.

Cazenovia and Canastota Railroad Co.—Articles of Association filed January 22, 1868. Length of proposed road, 15 miles. Located in Madison County. Capital stock, \$300,000.

Cornwall Suspension Bridge Railroad Co.—Articles of Association January 14, 1868. Length of proposed road about 15 miles. Located in Dutchess, Putnam and Orange Counties. Capital stock, \$2,500,000.

Eastern Branch of the Dutchess and Columbia Railroad Co.—Articles of Association filed October 11, 1867. Length of proposed road to be 16 miles. Located in Dutchess County. Capital stock, \$160,000.

East Side Railway Co.—Articles of Association filed March 18, 1868. Length of proposed road about 5 miles. Located in the City of New York. Capital stock, \$1,000,000.

Erie and Genesee Valley Railroad Co.—Articles of Association filed January 24, 1868. Length of proposed road about 25 miles. Located in Allegany, Steuben and Livingston Counties. Capital stock, \$500,000.

Erie and New England Railroad Co.—Articles of Association filed January 15, 1868. Length of proposed road about 37 miles. Located in Orange, Rockland, Westchester and Putnam Counties. Capital stock, \$2,500,000.

Far Rockaway Branch Railroad Co.—Articles of Association filed June 22, 1868. Length of proposed road, 5 miles. Located in Queens Co. Capital stock, \$75,000.

Fifth Ward Railroad Co.—Articles filed Octo-

ber 8, 1867. 2 miles. Located in Syracuse. Capital stock, \$50,000.

Flushing and North Side Railroad Co.—Articles filed April 3, 1868. Length of proposed road, 25 miles. Located in Queen's County. Capital stock, \$400,000.

Fulton Ferry and Canarsie Bay Railroad Co.—Articles filed October 11, 1867. Length 8 miles, in City of Brooklyn. Capital stock, \$200,000.

Gloversville, Mayfield and Northville Railroad Co.—Articles of Association February 18, 1868. Length of proposed road, 14 miles. Located in Fulton County. Capital stock, \$300,000.

Goshen and Deckertown Railway Co.—Articles of Association March 18, 1868. Length of proposed road, 14 miles. Located in Orange County. Capital stock, \$260,000.

Hamilton Avenue, Prospect Park and Flatbush Railroad Co.—Articles filed April 1, 1868. Length 4 miles. Located in King's County. Capital stock, \$200,000.

Lake Champlain and Moriah Railroad Co.—Articles of Association filed December 4, 1867. Length of road, 7 miles. Located in Essex County. Capital stock, \$200,000.

Lake Ontario Shore Railroad Co.—Articles of Association filed March 17, 1868. Length of proposed road about 140 miles. Located in Oswego, Cayuga, Wayne, Monroe, Orleans and Niagara Counties. Capital stock, \$4,000,000.

Liverpool and Syracuse (Horse) Railroad Co.—Articles of Association filed January 16, 1868. Length of road, 5 miles. Located in Onondaga County. Capital, \$100,000.

Middletown and Crawford Railroad Co.—Articles of Association filed August 3, 1868. Length of road, 13 miles. Located in Orange County. Capital stock, \$250,000.

Monticello and Port Jervis Railway Co.—Articles of Association filed September 2, 1868. Length of road 21 miles. Located in Sullivan and Orange Counties. Capital stock, \$500,000.

Montreal and Plattsburgh Railroad Co.—Articles filed August 22, 1868. The property of the Plattsburgh and Montreal Railroad Company, having passed into the hands of the bondholders a new company was formed under the above name. Length 23 miles. Capital stock, \$1,000,000.

Newburgh and Wallkill Valley Railroad Co.—Articles of Association filed January 16, 1868. Length of road, 15 miles. Located in Orange County. Capital stock, \$400,000.

Suneca Lake Branch Railway Co.—Articles filed August 17, 1868. Length 2 miles. Located in Schuyler County. Capital stock, \$30,000.

Southfield Branch Railroad Co.—Articles filed September 18, 1868. Length 1 mile. Located in Orange County. Capital, \$10,000.

South Side Connection Railroad Co., of Queen's County.—Articles of Association filed February 21, 1868. Length of road, 3½ miles. Capital stock, \$60,000.

Syracuse and Chenango Valley Railroad Co.—Articles of Association filed April 16, 1868. Length of proposed road, 50 miles. Located in Onondaga, Madison and Chenango Counties. Capital stock, \$1,000,000.

Syracuse Northern Railroad Co.—Articles of Association filed February 25, 1868. Length proposed from 32 to 45 miles. Located in Onondaga and Oswego Counties. Capital stock, \$500,000.

West Shore Hudson River Railroad Co.—Articles filed October 28, 1867. Length of proposed road, 56 miles. Located in Rockland and Orange Counties. Certificate of consolidation of the Hudson River West Shore with the West Shore Hudson River Railroad Company filed —. Length of Hudson River West Shore Railroad, 30 miles. Capital stock, \$3,000,000.

Westport and Kingdom Railroad Co.—Articles filed November 12, 1867. Length of road, 5 miles. Located in Essex County. Capital, \$100,000.

From the Western Railroad Gazette.

**Lake Shore and Michigan Southern R. R.**  
Last Tuesday a meeting of the directors and the most influential stockholders of the Michigan Southern and the Lake Shore Railroads was held in Toledo for the purpose of considering a proposition for the consolidation of the two roads. The Lake Shore line is itself the offspring of a recent consolidation completed only two or three weeks ago, though the roads of which it is composed have been so long operated as a single line and by a single company that many were not aware that they were owned by separate companies. The Cleveland and Toledo Railroad, 109 miles long, with branches amounting to 79 miles of road, was leased by the Cleveland, Painesville and Ashtabula Company, whose road extended from Cleveland to Erie, 95½ miles. So the new Lake Shore Railroad owned and operated 283½ miles of railroad chiefly in the State of Ohio, a few miles only being in Pennsylvania.

The road has always been operated in connection with the Michigan Southern, and indeed could hardly do otherwise, as it has depended chiefly upon it for western business; but the value of the connection has been mutual, for the Lake Shore line is the only available eastern outlet of the Michigan Southern. So with identical interests, it seems altogether proper that the two roads should be consolidated. So it seemed at the Toledo meeting. The directors of the two companies agreed unanimously upon terms of consolidation to be submitted to the stockholders, and there is no doubt that their action will be ratified.

The consolidated line is to be called the "Lake Shore and Michigan Southern Railroad." It will

have an east and west line 451 miles long, from Chicago to Erie, with branches amounting to 362 miles, and will represent a capital of about \$38,000,000.

With the terminus at Erie the Michigan Southern can have the choice of two outlets to New York, the Buffalo and Erie and the Philadelphia and Erie. By the former the distance to New York is 972, by the latter 977 miles. The latter road also furnishes a connection to Philadelphia by which the distance is 902 miles. But it is reported that the Buffalo and Erie Railroad will become a part of the new road and thus secure the preference which it has hitherto had as the carrier of the Michigan Southern business.

There are some who look upon this consolidation as only a preliminary to a grander consolidation which will form a line from New York to Chicago.

The stockholders of the Michigan Southern will vote upon the ratification of the consolidation at the annual meeting, to be held in Toledo, April 28. If it is approved, it is reported that the general offices of the company will be established at Cleveland.

#### Morris Canal and Banking Company.

We have the report of this company for the year ending February 27, 1869. From this we learn that navigation was commenced at Jersey City and Port Delaware on the 1st of April, 1868. The canal was closed by ice on the 8th of December, which made the entire season for navigation 216 days, or 36 weeks.

The income of the company from tolls and other sources during the year was..... \$423,476 20

And the expenses were:

Repairs of canal & works	\$139,888 61
Operating canal	66,688 35
Salaries, law and other expenses	83,182 95
Less interest	6,913 81
	26,269 14
Transportation expenses	3,589 77
	236,385 87

Balance—profits of the business..... \$187,090 43  
Balance at credit February 29, 1868. 61,090 56

Total..... \$248,180 99

Thus accounted for:

Dividends on preferred stock	\$117,500 00
Interest on mortgage bonds	47,010 00
"    boat loan	18,513 42
Depreciation of boat stock	2,299 99
Bad debts	308 60
Discount on second mortgage bonds	200 00
State of New Jersey	25,000 00
Balance February 27, 1869	37,348 98

Total, as above..... \$248,180 99

The income of 1868, as compared with that of 1867, shows a decrease of \$26,176 16, being a loss of a little less than six per cent. The current expenses and repairs of 1868, as compared with the expenditures for the same items in 1867, show a decrease of \$50,294 40, being a gain of \$24,118 24, or about seventeen per cent. The report says:

A dividend of ten per cent, upon the amount of the preferred stock has been declared, payable in scrip, redeemable in twenty years, bearing interest at the rate of seven per cent. (payable at the usual semi-annual periods for the payment of the dividends), in accordance with the recommendation of the finance committee, adopted by the board of directors. In the last annual report reference was made to the excess of the cost of the canal and its works over the amount of stock and bonds outstanding. For a series of years, as the necessity arose, expenditures have been made upon capital account, absorbing a portion of the profits; in view of the depressed trade for the past two years, and the consequent condition of

the treasury, arising from that fact and the necessity which still exists to make expenditures on capital account, the directors, recognizing the right of the holders of the preferred stock to receive some evidence of the claim which they have upon the profits arising from the business of the canal, resolved to fund an amount represented by scrip, which should be equal to two semi-annual dividends upon the preferred stock, and providing for the redemption of this scrip by means of a sinking fund which will pay the whole of the scrip when it shall have become due. By a reference to the general statement hereto annexed, it will be seen that \$1,111 50 of this scrip has already been redeemed.

The interest falling due on all the outstanding mortgage and boat loan bonds of the company, and the rent for the State grant (\$25,000 to the State of New Jersey,) have been paid, which leaves to the credit of profit and loss, \$37,848 98. The expenditures for capital account have been as follows:

Extensions and improvements at Jersey City	\$10,708 57
Do., Pt. Delaware	25,411 01
Land damages and general improvement account	3,390 18
	\$39,509 76

Which is to be credited with—  
Reduction of boat account. \$15,884 63  
Sale of real estate heretofore charged to this account. 11,770 00  
27,654 63

\$11,855 13

In accordance with the requirements of the trust deed upon which the boat loan was obtained, the trustees of that loan have purchased and canceled \$17,185 of the boat loan bonds, and delivered the same to the company.

Three second mortgage bonds, of \$1,000 each, have been sold during the past year, leaving \$15,000 of that class of securities still in the company's hands.

The competition for coal-tonnage which existed during the previous season, between some of the competing companies, was still in force at the opening of navigation, thus rendering it necessary that we should make equally low rates for transportation, which were continued until the first of September. In the early part of the month of July a general strike took place among the miners of the coal regions, which continued for more than seven weeks, causing an almost entire suspension of the coal trade and a consequent reduction of the tonnage upon the canal. After work was resumed by the miners, the trade gradually revived, and we were enabled to obtain rates of transportation which were more remunerative than before, but not sufficient to compensate for the loss which had occurred during the strike.

#### TONNAGE.

**I. COAL.**—The coal tonnage of the canal for the year 1868 was as follows:

Tons.	
Received from the Lehigh Canal	161,828
"    "    Railr'd at Pt. Delaware	107,387
"    "    "    Pt. Washington	80,977

Total coal tonnage ..... 350,192 of which amount 247,458 tons came to tide-water, and the balance, 102,734 tons, was delivered on the line of canal west of Newark.

**II. ORE.**—The total amount of ore transported on the canal was 269,672 tons; of this amount, 120,603 tons crossed the Delaware River into the Lehigh Valley, and 56,044 tons were transhipped to the Warren Railroad at Port Washington, leaving 98,025 tons belonging strictly to the way trade of the canal.

**III. TOTAL.**—The total tonnage of the canal was 744,412 tons, equivalent to 44,989,737 tons carried one mile. The decrease in the total tonnage from that of 1867 is 78,507 tons.

In the winter of 1866-7 two planes were laid

with Bessemer steel rails, as an experiment, in place of iron rails. The wear upon these rails is almost imperceptible. The iron rails laid at the same time are about half-worn. We have again purchased one hundred tons of the steel rails, and laid them upon two planes and part of a third plane.

The canal is now open, and the prospects for an increased business lead to the hope that the year, upon which we have now entered, will prove more remunerative to the stockholders than that which has just closed.

GENERAL STATEMENT TO February 27, 1869.

Cost of canal and appurtenances... \$3,376,472 26

Assets—

Cash	\$16,747 15
Cash receivable, individual accounts &c.	47,011 68
Materials	6,801 84
Sinking fund 7 per cent. scrip	1,111 50
	71,672 17
Total	\$3,448,144 43
Capital Stock—	
Consolidated	\$1,025,000 00
Preferred	1,175,000 00
Mortgage bonds	785,250 00
Boat loan bonds	249,825 00
Seven per cent. dividend scrip	111,625 00
	\$3,346,700 00
Liabilities—	
Bills payable	\$29,902 11
Individual accounts &c.	20,517 40
Dividends, coupons, &c., unclaimed	3,675 94
Profit and loss—surplus	64,095 45
Total, as above	\$3,448,144 43

President.—JACOB RANDOLPH.

Vice President.—BLAKLEY WILSON.

Secretary.—JOHN RODGERS.

Cheap Freights.

THE ABILITY OF RAILROADS TO COMPETE WITH WATER TRANSPORTATION.

We gave last week an extract from the following letter written by J. H. Moore, Commercial and General Agent of the Pittsburg, Ft. Wayne and Chicago Railway Co., at Chicago, to J. N. McCullough, General Superintendent, on the subject of cheap transportation by rail. We have been requested to publish the letter entire. Mr. Moore says:

Referring to your expressed desire to furnish cheaper transportation for the products of the West to Eastern markets, and the request for my views on the subject, I would state that I have been for many years impressed with the idea that the railroad companies between Chicago and the Atlantic cities would, with a developed country, see their way clear for remunerating dividends at reduced rates for the transportation of passengers and freights of all kinds. The lakes, rivers and canals are now considered the avenues for cheap transportation, and railroads the most expensive routes for all kinds of transit movements. The great question to be solved by railroad companies, as it appears to me, is the one of rates to compete successfully with water carriage between Chicago and New York and other Eastern cities. When the railroads can transport the staple articles of the country to market, the year round, at about the same rate per ton as the average season rates by water, from the interior to the Atlantic cities, the rail will have the preference. By referring to the Chicago Board of Trade report for the year ending with March 31, 1868, we find that the average lake tariff on wheat for the year was 8½ cents per bushel; on corn, 6.06 cents per bushel, and oats at 5 cents per bushel. If we add

to these rates insurance, commissions and warehouse charges in Buffalo, and canal tolls and freights, we have a cost per bushel, on the average, of about 24 cents from Chicago to New York. The total tonnage of the following articles shipped from Chicago during the year ending as above, being, with the exception of lead, the products of agriculture, was 1,691,126 tons, equal to 140,928 car loads of 12 tons each. Of this tonnage, 1,117,512 tons was shipped from this city by water carriage. Nine hundred and sixty-four vessels, of an average tonnage of 212½ tons each, were employed during the year in all kinds of freight transportation to and from this city. Many were employed exclusively in the lumber trade. The tonnage referred to above consisted of:

	Tons.	Water.	Rail.
Wheat	284,909	92,187	12,486
Corn	747,252	Car loads of	
Oats	162,523	12 tons each,	
Rye	31,000	shipped by	
Barley	30,393		
Total	1,256,077		
Seeds, lbs.	6,336,900	264	505
Cattle, No.	203,564	122	11,852
Live & dressed hogs	1,033,118	...	12,914
Butter, lbs.	2,804,177	25	93
Hides, lbs.	27,739,099	452	705
Highwines, brls.	34,070	45	456
Lead, lbs.	4,162,074	8	165
Beef, brls.	83,238	417	693
Tallow, lbs.	7,165,927	72	227
Lard, lbs.	27,054,529	53	964
Pork, brls.	134,849	687	1,111
Cut meats, lbs.	82,322,540	27	3,403
Wool, lbs.	11,293,500	15	455
Sheep, No.	51,616	9	507
Total car loads	94,392	46,536	

The water rates to Buffalo during the season, were as follows (average): Wheat, 14 cents per 100 lbs.; corn, 10.8 cents per 100 lbs.; oats, 15 cents per 100 lbs. Canal rates from Buffalo are estimated at 23.3 cents per 100 lbs., making a total average rate from Chicago to New York, *via* lakes and canals, including 3 cents for insurance, warehouse commissions and transfer at Buffalo, or 40 cents per 100 lbs.

I think the above transportation may be arranged and carried by rail in three classes, at \$7, \$8 and \$9 per ton for six months of the year, and during the suspension of navigation \$9, \$10 and \$11 per ton; averaging \$9 per ton throughout the year. This applied to the above tonnage, would give a gross income of \$15,220,224 from this city, and estimating the west-bound freights to produce an equal income, we have the gross amount of earnings, from business to and from Chicago of \$30,440,448.

During the year 1867, there were 396,313 tons of coal brought to this city by vessels. This, together with building stone, pig iron and other coarse and heavy freights, may be brought here by rail, in full trains, from the interior of Ohio and Pennsylvania, at *pro rata* per mile of the above rates, or perhaps at 1½ cents per ton per mile, which will turn all of this transportation, from that section of the country, on to the railroads, as it appears to me, loading the return trains at remunerative rates. The increasing consumption of coal in this city is 100,000 tons annually. Thus it will be seen that full trains carrying all of the products above enumerated, in the year ending, as above stated, our road would have earned, assuming the fact that one-third of the business of the year was, and would have been, done by our line, at *pro rata* divisions, \$5,377,812; to this add local receipts, \$1,695,507, which gives us a total of \$7,073,319 as the gross freight earnings for that year. If the entire lake trade, as above shown, with an equal amount of tonnage west bound, had been carried by rail, our full proportion would have averaged 179 tons per train per mile, earning \$1.08 per mile per train more than the earnings per mile per train, of

freight, during the year 1867. If we deduct 54 cents per mile as the cost of transporting this additional tonnage in the same trains that were run, we show a net increase of earnings per train per mile of 54 cents, making a total net additional income for the year of \$1,789,602 44.

To successfully work a railroad, where the tonnage is very large, it should be provided with a double track for freight trains and another for passenger trains, and the freight should be worked at a slow rate of speed—say six or eight miles an hour, with engines especially adapted to such speed. Under an organization of this kind a single line between Chicago and New York would transport more than five times the railroad and lake tonnage for the year under consideration. The trains can be safely worked within fifteen minutes of each other, giving ninety-six trains a day from Chicago, of 300 tons each for 300 days in the year, total 8,640,000 tons. This traffic at \$9 per ton, on the average, will amount to \$77,760,000, and estimating west bound receipts the same we have total income, from single line, of \$155,520,000, of which our company would be entitled to \$80,870,400. To economically transport this immense tonnage 30,000 freight cars, at a speed of eight miles the hour, and 35,000 at six miles the hour, and 3,000 locomotive engines, would be required. The receipts per train per mile would average \$8 from Chicago to New York *via* Pittsburg. These items of tonnage and earnings multiplied by four, the number of railroad lines from this city to New York, Philadelphia and Baltimore, give an aggregate of 96,120,000 tons, counting both east and west tonnage, producing an income annually of \$622,080,000. All this I mention to show that railroad lines may be worked, when the tonnage is large, so as to entirely supersede water carriage when lakes, canals and rivers must be used between the termini of a long route; and that the capacity of a single line of railway is equal, if not superior, to that of five canals, in this latitude, as the speed of the trains would be three times that of canal boat movement during the season of navigation, with the five months' winter tonnage in favor of the all rail lines.

Respectfully submitted by yours truly,  
J. H. MOORE, Commercial and Gen'l Agent.

The Richmond *Examiner* says the directors of the Chesapeake and Ohio Railroad Company have in contemplation the scheme of selling out to the Pennsylvania Railroad Company the State's interest in the Virginia Central Railroad, (\$2,000,000) and the State's interest in the Blue Ridge Railroad, (\$1,674,000) and that if the sales were made the Pennsylvania Railroad Co., would build a road from Pittsburg to Charleston, on the Kanawha, or some other point in West Virginia connecting their line with the Chesapeake and Ohio Railroad.

About \$242,000 of the stock of the Chartiers Valley Railroad Company have been subscribed, leaving only \$80,000 to be raised. The engineers are now upon the road preparing the whole line for letting, which will be done immediately upon the raising of the balance by the people of Washington and Alleghany counties.

The Philadelphia *Ledger* says that the Pennsylvania Railroad Company has obtained a controlling interest in the Indianapolis, Cincinnati and Lafayette Railroad, by the purchase of a majority of the stock.

At a meeting of the directors of the New Orleans and Jackson Railroad, held at New Orleans on the 12th inst., reports were received from the President, Engineer and Superintendent, all favoring the extension of the road to Decatur,

**Baltimore and Ohio Railroad.**

The regular monthly meeting of the directors of this company, was held in Baltimore on the 14th inst. J. W. Garrett, Esq., President, in the chair. Upon the presentation by the committee of finance of their report recommending the declaration of the usual semi-annual dividend of four per cent. on the main stem, and five per cent. on Washington branch, and the payment of the United States taxes by the company, the President made the following remarks in relation to the financial condition of the company, and the various works of improvement at present in progress :

Before taking the vote upon these resolutions a statement in reference to the general financial condition of the company and the progress of its works may be interesting. The board is aware that the expenditures in the various works which the company is now prosecuting, are very heavy. Upon the Metropolitan branch large forces are engaged and much work is being performed. The road from Winchester to Strasburg is under contract, and work upon nearly that entire line is also being vigorously prosecuted.

**THE OHIO BRIDGES.**

A large amount of preparation has continued to be made of the work for the Ohio river bridges, and the expenditures for these structures now exceed \$600,000. As the board is aware, an attack was made during the last season of Congress upon the plan for the channel spans of these bridges.

It will be remembered that the bridges at Bellaire and at Parkersburgh are being constructed under an act of Congress passed in 1862, under which the Steubenville bridge, which is used by the Pennsylvania road and its connections, was also built. That bridge remains, and has not been practically attacked by those who assume that the navigation of the river will be interfered with by the bridges of the Baltimore and Ohio Company. Under the act of 1862 the water way between the channel piers is required to be not less than three hundred feet. The Steubenville bridge was so imperfectly constructed, the piers having such insecure foundations, that in order to maintain them twenty feet of rip-rapping on each side of each pier was required, so that the water way has been reduced to 280 instead of 300 feet, as required by law.

The bridge was also constructed in a bend of the river, where the water was crooked, and where there were serious difficulties in navigation, irrespective of the structure itself. The bridges planned by the Baltimore and Ohio Company have been located not only in straight water, but where, for half a mile above and below each site, there is a direct current, thus preventing the difficulties which arise from crooked water, which exists wherever the river curves. The Baltimore and Ohio Company also, instead of attempting to place its piers upon the bottom of the river, with little or no foundation, has, at great cost—and thus far under great difficulties, arising principally from the frequent rises of the river during the last season, which destroyed or damaged seriously and repeatedly its coffer dams—constructed its piers with an average depth of foundation of eleven feet, thus making them so substantial that when constructed the superstructures can be placed upon the piers and the bridges be safe without resorting to rip-rapping.

Under these circumstances the company represented to the committees of the House of Representatives and Senate that it was unjust and unreasonable because the Pennsylvania Railroad Company violated the law, that the Baltimore and Ohio Company should not be permitted to carry out its plans in strict compliance with the law. The company also, instead of selecting locations where the water was shallow, selected pools, so as to give this additional protection to navigation. Under these circumstances, after repeated presentations of the facts, the company

succeeded in rescuing its rights from the perils which were threatened.

In this, as in most other cases involving adverse legislation, the efforts were inspired chiefly by rival railway interests. The company is in a position fortunately to proceed with those great works—works which are of vast importance to the country as well as to the Baltimore and Ohio railway and its connections. It will therefore be the policy of the company to press this work vigorously during the approaching season.

**THE MARIETTA AND CINCINNATI ROAD.**

In consequence of its embarrassed condition this company has continued to assist the Marietta and Cincinnati Company. The completion of the arching of the twenty-three tunnels on the Parkersburg branch, and the general improvement in the condition of that road, combined with the improved condition of the Marietta and Cincinnati road, under the present vigorous administration of the affairs of that company, will enable the Baltimore and Ohio Company to do that which is unprecedented in the history of travel between the East and West. The company designs establishing a line between Baltimore and Cincinnati via the Parkersburg branch, which will require but twenty-four hours between the two cities. This arrangement will commence with our spring schedules, and the line cannot fail to command a large increase of traffic.

**REVENUES AND POLICY.**

It will also be gratifying to learn that notwithstanding all the complications in the West by efforts to cut off the Baltimore and Ohio road from some of its natural connections, yet, during the past month of March, with the relations that the company have been able to maintain, and others which it has improved, whilst the revenue of the main stem and branches, in March, 1868, was \$718,591.68, the revenue of the last month of March, 1869, proved to be \$936,494.86—thus showing an increase for that month of \$217,903.18. This exhibit proves that the policy of the Baltimore and Ohio Company has not been erroneous in declining to fasten upon itself, at prodigious cost, during a period of extraordinary extravagance and excitement additional western connections.

The Pennsylvania road has deemed it proper to make an agreement with a single association of financially weak roads west of Columbus by which it agrees to pay annually the sum of seven per cent. on \$20,000,000 of debt, viz: \$1,400,000 a year; and the supposition has been indulged that the Baltimore and Ohio Company might be cut off by such arrangement; but the power of the Baltimore and Ohio road having so strengthened and enlarged the business of the city of Baltimore enables it to command such a business for the West that upon the principle of reciprocity, on which it acts, it is in a position to command business from the West by a sufficient number of satisfactory and desirable routes.

**PITTSBURG AND CONNELLSVILLE ROAD.**

The work upon the Pittsburg and Connellsville road is progressing satisfactorily, and it is proposed to place, at an early day, all the remaining sections under contract. No effort will be spared to open this invaluable and powerful line at the earliest practicable period. That company continues to dispose of its seven per cent. first mortgage bonds at ninety per cent. It is hoped that capitalists will continue to invest largely in this desirable security.

To meet the requirements of funds for the important works in progress, the Baltimore and Ohio Company is now furnishing its preferred six per cent. stock at par. As this security is of the very highest order, is perpetual and free from both State and municipal taxes, it offers a most reliable and inviting investment.

**WASHINGTON COUNTY RAILROAD.**

Among the works which the company has prosecuted to completion is the Washington county road. It is proper to state that whilst this road was undertaken measurably by this company, in view of the disappointment originally of our fellow-citizens of that portion of the State, arising

from the final location of the Baltimore and Ohio road, yet it was always hoped by its friends that the enterprise might prove remunerative. The results, however, have not been satisfactory, financially. The road has been in operation from December 1st, 1867, and up to March 31, 1869—fifteen months—the earnings from passengers amounted to but \$39,503.67, and from tonnage to \$29,336.12, making an aggregate revenue for that entire period of \$68,839.79. The actual expenses for repairs, irrespective of construction during these fifteen months, were \$75,225.03, leaving a deficit of \$6,385.24. This deficit exists in addition to the expenses incident to the completion of the road during the same period, viz: \$52,503.69, which were charged to construction. Besides this loss, the further loss of upwards of \$70,000 has been sustained, being the interest for that time at six per cent. on the capital expended in the construction of the road. Why has this disappointment arisen? It was, of course, originally understood that the Chesapeake and Ohio canal furnished abundant and cheap facilities of transportation for a large portion of Washington county, and that the Cumberland Valley road, extending also to Hagerstown, was an outlet to Baltimore, through the Northern Central road, and to Philadelphia and New York by the Pennsylvania road, and that, consequently, severe competition would occur; but that competition has proven greater than anticipated, and so great have been the facilities for transportation for the relatively small business to be obtained that it has been demonstrated that the Baltimore and Ohio Company could conveniently transport in one week all the business that it has been in its power to obtain in the fifteen months elapsed since the opening of the road.

These results have not followed because Washington county is not a great and productive region; nor because there is not a considerable business, but simply because, with the Chesapeake and Ohio canal and two powerful railway companies, prepared for a large business, a capacity of transportation exists immensely beyond any existing or possible requirements for the traffic of that region. The Baltimore and Ohio Company has the satisfaction of having met the wishes of that section of the State. Financially, however, it is proper that the true relations and losses connected with the line should be understood. Another lesson is thus furnished, showing that the true policy in building railways is not to construct parallel lines or to furnish additional railways to points whence the business cannot possibly be commensurate with the capital and facilities afforded.

**DISTANT CONNECTIONS.**

The policy generally pursued by this company has been to strike for new and distant regions and for additional sources of business. By this policy great regions are accommodated and supplied with avenues of the highest necessity and advantage, and immense amounts of traffic necessarily flow through such new channels, and aid enormously in building up the terminal points, and thus insure a legitimate and natural increase of business, which causes every interest connected with a commercial community to advance and prosper.

**THE COAL TRADE.**

The company has not hesitated to continue, in addition to its providing double-tracked line to the coal regions, to expend large sums in furnishing the additional equipment required for the advancement of that highly important interest. The company decided some time since to build an addition to the coal equipment of four hundred hoppers of eleven tons capacity each. Of these a large proportion have already been built and are in service. Fifteen locomotives have also been recently added to the equipment. By these means and facilities the coal trade has already swollen to a volume which exceeds 4,000 tons per day.

This quantity is now brought to our wharves continuously; and the design of the company, if its ability to so act be not checked by untoward

circumstances, is to continue to do all that is possible to develop this important trade. It will be remembered that the company, in the early part of 1868, reduced largely the tariff on coal. It will also be remembered that the demand became enormous—far beyond the expectation of the bituminous coal carrying interests. As the season advanced, it became clear that this company could readily have obtained for its then full capacity of transportation an advance of one dollar per ton on the charge made; but in the pursuit of the wise policy upon which you determined, no advance was made, and this coal was supplied continuously at the lowest possible cost, during the winter; also no change in the tariff was made. The business was unprecedentedly large, and at the opening of the navigation the demand enlarged, so that 4,000 tons per day are now required.

Another interesting and gratifying result in our community is shown in connection with this low tariff. The increase in consumption of coal by the manufacturing interests of Baltimore is very marked. In an important instance a great manufacturing interest—the Baltimore Smelting Company—is being sustained chiefly, and succeeds because, as against northern competitors, it is supplied with cheap coal, caused by the low rates of tariff of the Baltimore and Ohio Company. The manufacturing interests of Baltimore are constantly increasing, and chiefly because of the great comparative advantages resulting from an abundant supply of this fuel at low prices.

#### STEAMSHIP ENTERPRISES.

The progress of our steamship enterprises has continued very satisfactory. The North German Lloyd have found that such are the comparative economies and advantages of this port—especially in the cheapness of coal—that, without demanding aid from Baltimore or American interests, beyond what might be agreeable to those interests to contribute, the company has already doubled the number of ships upon the line. At this moment not only is a full cargo awaiting the next steamer, but we have the satisfaction to state that sufficient cargo is offered to load at once two instead of one of the steamers. It is therefore reasonable to anticipate that this line, which was inaugurated with two ships, and which in one year increased to four, will, in less than two years, have not less than eight first-class steamers plying between Baltimore and Bremen. The economy in the price of coal of \$2.50 per ton, as compared with New York, aids largely in the success of this enterprise.

In this connection it will be interesting to state that, whilst the company has long been anxious to establish a line of first-class steamers between Liverpool and Baltimore, of larger capacity than those which have heretofore been placed upon the route, yet, in consequence of the depressed condition of the traffic between Liverpool and New York, and the unprofitable results of the lines between those ports, no satisfactory arrangement could be heretofore effected. Within the past week, however, negotiations have been opened with an important and influential foreign house which indicate that it is prepared to join this company, probably in the course of a few months, in establishing a line of the character and capacity desired.

Mr. Garrett having concluded, the vote was taken upon the resolutions offered by the committee of finance, which were unanimously adopted.

#### LOCUST POINT ROUTE.

The President then made the subjoined statement in reference to a route proposed to be constructed upon Locust Point:

Much objection has been made by passengers between the national capital and Philadelphia and New York to the delay in passing through the streets of Baltimore by horse power, as well as to the slow speed required in approaching Camden and President street stations. The increasing business of the city adds continuously to the use of Pratt street, and causes serious difficulties in

transferring cars in the passenger and freight service between the Philadelphia and Baltimore and Ohio stations.

These embarrassments in transportation produce also much apprehension, although, with the great care exercised, but few accidents have occurred. Under these circumstances the company have sought most carefully for a plan which would prove permanently for the interests of the community, and accomplish, in the most convenient manner, the rapid transfer demanded by the public interests. Our engineers and officers, in conjunction with the Philadelphia, Wilmington and Baltimore company, have unanimously decided that the true route will be upon the peninsula of Locust Point, where the population is relatively limited, and where the construction and facilities of the railroad will advance the value of property and promote the convenience of the people. The company, for the reasons stated, has secured the property that will be necessary to accomplish the desired object. It will become necessary, in carrying out the improvement, to open a street and obtain authority for its use.

So far as has been learned, the line proposed meets very generally with the approval of those interested. The Baltimore and Ohio Railroad Company can thus construct a very direct route to a point east of the European steamship piers. Between this site and Canton the passenger trains from and to Washington can be readily and rapidly transferred in barges by the use of steam-tugs, as has been so successfully done for two years past by the company over the Ohio river at Bellair and Parkersburg. This system will solve a problem of great interest to the citizens of Baltimore. It will also enable the company to transfer its freight with economy and dispatch. This line can also be advantageously used for the transfer of freight to and from the Northern Central road, and thus to an important extent relieve the track upon Howard street. As it is clear that it is the interest of the Northern Central company to build a road to tide for its coal traffic, it is evident that when such a line is built the transfer suggested can be advantageously made. The New Jersey and Camden and Amboy companies also unite in the desire to have this improvement in the line effected.

As the board is unanimous in their judgment regarding the importance and desirability of the improvement, the chair suggests the appointment of a special committee, to be composed of the city directors, to present the subject for the consideration and action of the city councils. The proper notice required by law in such cases has been duly given, and the application can, therefore, be at once considered. If the requisite authority be promptly granted, it is contemplated that the line will be placed in operation during the present season.

[In accordance with the suggestion of the chair a resolution was unanimously adopted appointing the city directors a special committee to present the subject to the councils for their consideration and action.]

#### VIRGINIA VALLEY RAILROAD.

After the transaction of other general business the chair referred, as follows, to the Virginia Valley and Lynchburg and Danville railways:

There are two subjects in connection with railway improvements of vital importance to this community, which will be presented at an early day in a manner that will attract great public attention. The aid of the Baltimore and Ohio Company to the Winchester and Strasburg road will effect the opening of the line to Harrisonburg during the next autumn. There will then be a gap of but 118 miles from Harrisonburg to Salem—the construction of which will not only open the business of the magnificent Valley of Virginia, but also open, under the most favorable auspices and influences, a great line to New Orleans, which will largely command the traffic of the vast intermediate territory.

A second gap, of but sixty miles, exists between Lynchburg and Danville, the filling of which

will connect the Orange and Alexandria road with another highly important system of Southern railways, by which an enormous business will necessarily be directed to Baltimore which now goes to the coast. The leading citizens in those sections are extremely anxious to get these roads constructed. They want, in view of the advantages to their regions, enlarged commercial intercourse with Baltimore. They are willing to contribute largely for the work themselves. The counties upon the Valley line propose to subscribe \$1,200,000. They propose to ask the city of Baltimore to subscribe a million to their stock.

The Lynchburg and Danville interests propose to supply all that will be requisite but half a million. This sum they wish to obtain from the city of Baltimore. Under these circumstances large delegations of the most eminent citizens in Virginia it is expected will visit Baltimore about the 21st of this month, to confer with the authorities and citizens of Baltimore. It will be seen, as a mere railroad question, that the Baltimore and Ohio Company has but little interest in these extensions, whilst incalculable benefits would result from their construction to the business interests of Baltimore. As this company is now engaged in enterprises for the prosecution of which all its resources are required, those connected with it can only aid as citizens, and co-operate to secure the requisite capital. It has been found heretofore impossible to obtain the large sums necessary for such works from individuals. Therefore the only practicable plan appears to be for the city to render the necessary assistance. It is the judgment of many who have carefully considered the subject that if the city of Baltimore can, by subscribing \$1,000,000 to the Valley line and \$500,000 to the Lynchburg and Danville line, secure their construction, and thus open these direct and first-class avenues to Baltimore, that this community will absolutely gain in advantage and net profits on the vast business that will be thus commanded not less than the aggregate amount (\$1,500,000) in each and every year after their completion. In that judgment the chair fully accords. It is stated that three hundred delegates will visit Baltimore. If, when those gentlemen arrive, full co-operation is extended, and the facts and interests connected with these great subjects be presented and understood in the community and in the city councils, and aid be granted, it will undoubtedly lead to results in the commercial progress of Baltimore as important and valuable, in connection with the Southern trade, as the developments and extensions of the Baltimore and Ohio road are bringing about with the trade of the West, the Northwest and the Southwest. The chair feels that the importance and magnitude of the interests involved in these enterprises cannot be too earnestly urged.

The Board then, having got through with its business, adjourned.

#### Windsor and Annapolis Railway.

According to the recent report of the engineer of this company, 79 miles out of the 84 had been passed as finished, and it is proposed to open 70 miles of this for the summer traffic. The iron bridge at Windsor, when finished, will be the second on the Continent in size and importance, and probably one of the most difficult pieces of engineering that has been undertaken. In length and dimensions of iron girders, it is only surpassed by the Victoria Bridge at Montreal, over the St. Lawrence. The Windsor Bridge is in a very forward state of completion.

It is proposed to build the Rensselaerville and Berne Railroad from near Schoharie through the towns of Wright, Knox, Berne, and Rensselaerville, to the south line of Albany county. The officers of the company are: Wm. R. Tanner, President, Franklin Frisbee, Treasurer; F. C. Huyck, Secretary.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824	-----	Bariford and New Haven...100	3,300,000	J. A. J&O Apl.'69 8	Portl., Sacq & Portsm'th*...100	\$1,500,000	J. & D.	Dec.'68 3
Allegheny Valley...50	2,000,000	-----	Hannibal and St. Joseph...100	1,90,000	-----	Providence & Worcester...100	1,800,000	J. & J.	Jan.'69 4
Atlanta and West Point...100	1,282,200	J. & J.	Do. do pref...100	5,23,520	-----	Raleigh and Gaston...-----	-----	Jul.'68 2	186
Atlantic & N. Carolina...100	5,445,225	-----	Hanover Branch, Pa...50	116,860	M. & N. Nov.'68 5	Rensselaer and Saratoga...100	2,00,000	A. & O.	Oct.'68 24
Atlantic & Gt. Western...50	25,879,922	-----	Houston...100	520,000	-----	Richmond and Danville...100	2,00,000	-----	186
" " pref...50	1,918,000	-----	" pref...100	1,180,000	J. & J. Jan.'68 4	Richmond and Petersb'g...100	847,100	-----	186
Atlantic & St. Lawrence*...100	2,494,900	J. & J.	Hudson River...100	13,927,100	A. & O. Apl.'68 4	Rich, Fred. and Potomac...100	1,041,800	-----	186
Augusta and Savannah...100	733,700	J. & J. Jan.'68 4	Huntingdon & B'd Top...50	49,480	-----	Rockport...100	88,400	-----	186
Baltimore and Ohio...100	10,151,962	A. & O. Apl.'69 4	" pref...50	190,750	J. & J. Jn.'68 3	Rome, Watert. and Og'n'b...100	2,400,000	J. & J.	Jan.'69 5
Do. Washington Br...100	1,860,000	A. & O. Apl.'69 4	Illinois Central...100	23,415,780	F. & A. Feb.'69 5	Rutland preferred...100	-----	F. & A.	Feb.'69 3
Baltimore City Passenger...100	670,000	J. & J. Jan.'68 3	Indianapolis, Cin. & Lafay...50	5,18,897	M. & S. Sep.'67 4	S. L. At. and T. Haute...100	2,30,000	-----	186
Buy de Noquet & Marq...100	1,250,000	A. & O. Apl.'68 4	Jeffersonv. Mud. & Ind...100	2,00,000	J. & J. Jan.'68 4	" " " pref...100	2,040,000	Annual	May 68 1
Bellefontaine Line...100	4,420,000	F. & A. Feb.'68 3	Joliet and Chicago*...100	1,600,000	J. A. J&O Apl.'69 1	S. L. Jack'n. and Chic'o...100	1,469,429	-----	186
Belvidere Delaware...100	996,250	-----	Joliet & North Indians...100	300,000	-----	Sandusky and Cincinnati...100	2,089,000	-----	186
Berkshire*...100	600,000	J. A. J&O Apl.'69 1	Lackawanna & Bloomsb...50	1,325,000	-----	" pref...100	445,598	M. & N.	Nov.'68 3
Blossburg & Corning*...50	250,000	J. A. J&O Apl.'68 2	Leeds and Farmington*...-----	-----	-----	Sand, Mans. and Newark...100	901,341	-----	186
Boston and Albany...100	12,725,100	J. & J. Jan.'68 5	Lehigh and Mahanoy...50	2,16,565	J. & J. Jan.'67 6	Savannah and Charleston...100	1,000,000	-----	186
Boston and Chelsea...100	110,000	A. & O. Apl.'69 4	Lehigh and Susquehanna...50	8,73,800	M. & N. M'y.'67 5	Schuylkill and Susqueh'a...100	1,289,150	-----	186
Boston, Concord & Mont...100	459,000	-----	Lehigh Valley...50	10,78,100	J. A. J&O Apl.'69 2	Second and Third St. (Ph.)...50	203,767	J. & J.	Jan.'69 3
Do. do pref...100	1,340,400	M. & N. Nov.'68 3	Lehigh Luzerne...50	24,050	J. & J. Jan.'68 4	Schuylkill Valley*...100	576,050	J. & J.	Jan.'69 24
Boston and Lowell...500	1,891,500	J. & J. Dec.'68 4	Lexington & Frankfort...100	51,4,646	J. & J. Jan.'68 3	Scaboard and Roanoke...100	868,200	-----	186
Boston and Maine...100	4,076,974	J. & J. Jan.'68 5	Little Miami...50	3,57,400	J. & D. D'c'g'67 4	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct.'68
Boston and Providence...100	3,360,000	J. & J. Jan.'69 4	Little M. & C. and X. (Joint)...100	1,80,327	F. & A. Jun.'68 3	Shamokin V. and Pottsv.*...50	869,460	F. & A.	Feb.'69 3
Broadway (South Boston)...50	325,000	J. A. J&O Apl.'69 2	Little Schuylkill*...50	2,04,100	J. & J. Jan.'69 4	Shore Line...100	636,00	J. & J.	Jan.'69 2
Broadway & 7th Av. (N.Y.)...100	2,100,000	J. & J. Jul.'67 5	Lomb. and South St. (Ph.)...50	80,000	-----	Sixth Avenue (N. Y.)...100	750,000	-----	Nov.'67 5
Brooklyn City...10	1,000,000	F. & A. F'b.'69 2	Long Island...50	8,000,000	F. M. A. N. Aug.'66 2	Somerville...100	75,000	M. & N.	Nov.'68 3
Brooklyn City & New'l'n...100	39,500	-----	Long Branch & Sea Shore...50	95,194	N'v'67 16	South Carolina...100	5,819,275	-----	186
Buffalo, Bradford & Pitts...100	1,100,000	-----	Louisv. Cin. and Lex. pr.100	211,122	J. & J. Jn.'69 4	South Shore...100	25,656	-----	Jul.'68 3
Buff, New York & Erie...100	960,000	M. & N. N. '68 3	Louisville and Frankfort...50	1,109,594	J. & J. Jn.'69 5	South Western, Georgia...100	3,203,400	F. & A.	A'g'68 4
Buffalo and Erie...100	5,000,000	F. & A. Feb.'69 4	Louisville and Nashville...100	7,86,186	F. & A. Feb.'69 4	Staten Island...100	660,000	J. & J.	Jul.'67 4
Cambridge Horse (Boat'n)...100	727,000	A. & O. Apl.'69 4	Lowell and Lawrence...100	200,000	A. & O. Apl.'69 3	Stony Brook...100	267,300	M. & N.	My'68 2
Camden and Amboy...100	5,212,412	F. & A. Feb.'69 5	Macon and Western...100	1,500,000	May. M'69 38 3	Stockbridge & Pittsfield*100	448,700	-----	186
Camden and Atlantic, pref. 50	600,000	-----	Mahanoy & Bd Mount'...50	1,876,915	-----	Summit Branch...100	250,000	J. & J.	Jan.'69 6
Camden & Burlington Co...100	331,000	-----	Maine Central...100	1,600,860	-----	Tyr. Bingham. and N. Y. 100	1,314,130	-----	186
Cape Cod Branch...60	721,926	J. & J. Jan.'69 3	Manchester & Lawrence...100	1,000,000	M. & N. Nov.'68 5	Taunton Branch...100	250,000	J. & J.	Jan.'69 4
Cape May and Millville...100	447,000	J. & J. Dec.'68 3	Marietta & Cincinnati...50	3,618,374	-----	" (W. D.) pref.100	1,700,000	-----	186
Catawissa...50	1,150,000	-----	" 1st pref. 50	6,658,135	M. & S. Sep.'66 3	Tol., Wabash and West...100	5,700,000	-----	186
Catawissa, pref...50	2,200,000	M. & N. Nov.'68 3	" 2d pref. 50	4,051,744	M. & S. Sep.'66 3	" " " pref.100	1,000,000	M. & N.	May'69 3
Cayuga & Susquehanna*...50	689,110	-----	Memphis and Charleston...100	5,312,725	M. & S. Mar.'68 3	Union (Phila.)...100	291,475	J. & J.	Jan.'69 3
Central of Georgia...100	4,866,900	J. & J. Jan.'69 5	Memphis and Ohio...100	570,000	-----	Utica and Black River...100	834,400	J. & J.	Jan.'69 4
Central of New Jersey...100	13,768,600	J. & J. Dec.'68 2	Metropolitan (Boston)...100	1,260,000	J. & J. Jan.'69 5	Vermont and Canada*...100	2,500,000	J. & D.	Dec.'68 4
Central Ohio...100	2,600,000	J. & J. Dec.'68 2	Michigan Central...100	8,477,366	J. & J. Jan.'69 5	Vermont Central...100	5,000,000	-----	186
Do. pref...100	400,000	J. & J. Oct.'61 24	Mich. So. & North. Ind...100	10,059,400	F. & A. Feb.'69 4	Vermont and Massach'u'ta...100	1,982,150	J. & J.	Jan.'69 6
Con. Park, N. & E. River...100	970,000	-----	Middlesex (Boston)...100	400,000	-----	Third Avenue (N. Y.)...100	1,750,000	J. & J.	Jan.'68 1
Chemung*...100	380,000	J. A. J&O Apl.'69 2	Mill Creek and Minehi 1 <sup>st</sup> ...50	323,315	-----	Tol., Peoria and Warsaw...100	2,700,000	-----	186
Cheshire, preferred...100	2,017,825	-----	Millville and Glassboro...100	405,020	F. & A. Aug.'67 8	" (E. D.) pref.100	1,700,000	-----	186
Chicago and Alton...100	5,141,800	M. & S. Mar.'69 5	Milw. & St. Paul...100	3,21,250	-----	Tol., Wabash and West...100	5,700,000	-----	186
Chicago, " pref...100	12,500,000	M. & S. M'69 15	" 2d pref. 100	1,01,000	-----	" " " pref.100	1,000,000	M. & N.	May'69 3
Chicago, Burl. & Quincy...50	12,500,000	J. & D. Dec.'68 5	Milw. & St. Paul...100	5,406,883	J. & J. Jn.'69 14	Troy and Boston...100	607,111	-----	186
Chicago, Iowa & Nebras...100	2,500,000	-----	M. Hill & Schuytk. Haven...100	8,050,892	J. & J. Do. '69 10	Troy and Greenbush*...100	274,400	J. & D.	Jun.'67 3
Chicago and Milwaukee...100	2,277,000	-----	Mobile and Ohio...100	2,75,600	J. & J. Jan.'69 4	Union Transport'n (Bos.)...100	200,000	-----	186
Chicago and N. W. Western...100	14,555,676	J. & D. Dec.'68 5	Montgomery & W. Point...100	8,164,101	J. & D. Dec.'67 4	Union (Phila.)...100	291,475	J. & J.	Jan.'69 3
Chicago, B. L. & Pacific...100	14,800,000	J. & D. April'69 5	Morris & Essex...100	3,616,360	J. & D. Dec.'68 7	Utica and Black River...100	834,400	J. & J.	Jan.'69 4
Chicagor, R. I. and Dayton...100	3,621,664	J. & D. April'69 5	New Jersey...100	6,000,000	F. & A. Feb.'69 5	Vermont and Canada*...100	2,500,000	J. & D.	Dec.'68 4
Cincinnati City Passenger...100	Street...-----	J. & J. Jan.'68 2	New London Northern...100	895,000	M. & N. May'69 5	Vermont Central...100	5,000,000	-----	186
Cincinnati and Zanesville...60	1,676,846	-----	New York Central...100	28,537,000	F. & A. Feb.'69 4	Vermont and Massach'u'ta...100	2,500,000	J. & J.	Jan.'69 2
Citizens' Passenger (Phil.)...50	192,750	J. & J. Jan.'69 5	" Int. certificate...100	22,829,600	-----	Vicksburg and Meridian...100	357,408	-----	186
Clev., Col., Cin. & Ind...100	10,450,000	F. & A. F'b.'69 3	New York and Harlem...100	6,25,080	J. & J. Jan.'69 4	Virginia Central...100	3,353,679	-----	186
Cleveland & Mahoning*...50	2,058,400	M. & N. N. '68 3	New York & New Haven...100	6,000,000	J. & J. Jan.'69 4	Virginia and Tennessee...100	3,497,791	-----	186
Cleve., Paines'v. & Asht...100	8,760,000	J. & J. Mar.'69 5	New London Northern...100	895,000	F. & A. Feb.'69 4	Western Union...100	2,707,693	-----	186
Cleveland and Pittsburgh...50	5,424,091	J. & J. Apl.'69 2	New York Central...100	2,056,544	M. & N. May'69 5	West Jersey...100	804,150	-----	186
Cleveland and Toledo*...50	5,000,000	J. & J. Jan.'69 4	" " " 1st pref...100	3,21,250	-----	West Philadelphia...100	249,100	J. & J.	Jan.'69 5
Col., Ohi. and Indiana Cen...100	11,420,000	-----	" " " 2d pref. 100	1,01,000	-----	Wilm. and Weldon...100	1,463,755	J. & J.	Jan.'69 3
Columbus and Xenia*...60	1,786,200	J. & J. Jan.'69 5	" " " 3d pref. 100	5,406,883	J. & J. Jn.'69 4	Winchester and Potomac...100	3,157,650	J. & J.	Jan.'69 2
Concord...50	1,500,000	M. & N. May'69 5	M. Hill & Schuytk. Haven...100	2,75,600	J. & J. Jan.'69 4	Warren...100	1,522,500	J. & J.	Jan.'69 4
Concord & Portsmouth...100	350,000	J. & D. Dec.'68 3	Mobile and Ohio...100	8,76,400	J. & J. Dec.'67 4	Worcester and Nashua...100	1,522,500	J. & J.	Jan.'69 4
Coney Island & Brooklyn...100	600,000	-----	Montgomery & W. Point...100	1,84,101	J. & D. Dec.'68 3	-----	-----	-----	186
Cona & Passumpi, Rivers...100	139,000	-----	Morris & Essex...100	3,616,360	J. & D. Dec.'68 3	CANALS.	-----	-----	186
Do. do. pref. 50	1,822,100	-----	New Jersey...100	6,000,000	J. & D. Jan.'69 5	Chesapeake and Delaware...50	1,818,963	J. & D.	Dec.'68 3
Connecticut River...100	1,700,000	-----	New London Northern...100	895,000	-----	Chesapeake and Ohio...25	8,228,595	-----	186
Cumberland Valley...50	316,900	A. & O. Oct.'68 4	New York Central...100	2,056,544	-----	Delaware Division...50	1,633,350	F. & A.	Feb.'69 4
Danbury and Norwalk...100	400,000	-----	" Int. certificate...100	22,829,600	-----	Delaware and Hudson...100	10,000,000	F. & A.	Feb.'69 5
Dayton and Michigan*...100	2,392,361	-----	New York and Harlem...100	6,25,080	J. & J. Jan.'69 4	Delaware and Raritan...100	2,521,300	F. & A.	Feb.'69 5
Delaware*...50	646,260	J. & J. Jan.'69 5	" " " pref. 50	1,99,000	J. & J. Jan.'69 4	Erie of Pennsylvania...50	64,000	-----	186
Del., Luckav. & Western...50	13,386,020	J. & J. Jan.'69 5	New York & New Haven...100	6,000,000	J. & J. Jan.'69 5	Lehigh Coal and Navigat...50	8,739,800	M. & N.	M'y'67 3
Des Moines Valley...100	1,280,200	-----	New York Central...100	2,056,544	-----	Monongahela Navigation...50	728,100	J. & J.	Jan.'68 2
Do. 1,047,350	1,500,000	-----	" " " 1st pref. 100	1,00,000	J. & J. Jan.'69 5	Morris (consolidated)...100	1,025,000	F. & A.	Feb.'67 8
Do. " pref. 100	1,280,200	-----	" " " 2d pref. 100	2,383,600	J. & J. Jan				

RAILROAD EARNINGS—MONTHLY.

	January	February	March	April	May	June	July	August	September	October	November	December	Total.
Atlantic and Great Western:													
1866.	475,641	453,279	385,991	412,521	464,507	493,243	466,898	568,569	533,150	599,670	474,056	388,573	5,696,119
1867.	377,852	380,190	489,555	407,018	465,102	388,596	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868.	404,467	393,251	408,847	388,634	355,255	359,184	343,525	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863.	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,510	156,869	153,294	1,673,706
1864.	100,991	154,418	195,803	182,723	178,786	206,090	224,257	312,165	354,554	320,879	307,503	252,015	2,770,484
1865.	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866.	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867.	243,787	157,832	255,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	369,102	330,169	8,892,861
1868.	276,117	275,140	267,094	279,121	303,342	384,504	404,012	553,101	480,196	503,746	409,569	361,701	4,508,613
1869.	338,762	304,828	393,643	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863.	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864.	158,735	175,452	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865.	306,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	261,779	3,313,514
1866.	241,395	183,386	267,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867.	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868.	308,587	297,464	276,431	288,700	308,891	366,200	329,800	544,900	559,900	401,100	381,400	4,541,973	.....
1869.	333,300	308,200	398,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863.	.....	.....	.....	.....	.....	366,100	281,334	296,109	473,186	651,122	435,945	407,688	2,811,544
1864.	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865.	541,005	482,164	496,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866.	523,566	399,917	523,745	537,519	858,948	925,983	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430	.....
1867.	696,147	574,664	765,398	774,270	895,712	893,668	888,214	1,063,236	1,448,942	1,641,057	1,211,530	879,900	11,682,737
1868.	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,851	1,518,483	1,574,906	1,185,334	1,001,892	18,443,765
1869.	871,218	827,254	1,149,258	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866.	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,506,413
1867.	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,640	14,139,244
1868.	1,081,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1863.	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1864.	299,944	271,065	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1865.	327,900	416,688	459,702	423,797	406,373	510,100	422,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1866.	571,536	525,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1867.	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	558,219	504,066	6,546,741
1868.	647,120	524,871	471,071	440,271	477,027	516,493	526,242	709,327	738,530	727,810	613,329	7,160,992	.....
1869.	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,620
Marietta and Cincinnati:													
1866.	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867.	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,558	121,519	125,065	119,169	121,408	1,294,096
1869.	98,617	91,666	105,558	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863.	248,734	230,508	557,227	268,613	264,935	241,236	180,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864.	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,954	411,806	4,120,152
1865.	363,996	366,361	413,974	365,180	341,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,820,727
1866.	312,846	277,234	421,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867.	306,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,803
1868.	362,021	338,335	381,497	453,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869.	378,781	363,581	453,481	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862.	230,159	159,058	151,902	175,606	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,050,702
1863.	242,073	245,868	236,432	238,495	236,453	206,221	193,328	215,449	308,108	375,488	306,184	318,055	3,108,055
1864.	252,435	278,848	348,802	335,276	271,558	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866.	282,430	265,796	337,158	343,737	365,196	335,083	324,988	359,646	429,161	493,640	414,604	308,669	4,260,115
1867.	304,096	328,661	375,210	362,783	333,962	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868.	343,316	304,315	326,580	416,758	369,236	325,501	321,013	392,942	456,973	511,820	416,826	390,671	4,569,251
1869.	384,120	320,636	386,527	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.	319,763	240,755	261,143	316,268	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	433,323	5,683,608
1868.	368,487	360,884	333,281	435,629	565,718	453,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869.	454,130	330,233	420,774	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1866.	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,558	14,575,128
1867.	1,086,360	595,587	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211		

## **NATIONAL AND STATE SECURITIES.**

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where.	Due.				When.	Where.	Due.		
Adirondack:													
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1856	....	Camden and Burlington County:	\$250,000	6	Feb. & Aug.	Philadelphia.	1897	
Alabama and Florida:							1st Mortgage of 1887 for \$350,000					86	
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1867	....	Cape Cod Central:	125,000	6	— & —	Boston.	18—	
Land Mortgage.....	550,000	7	" " "	"	1887	....	1st Mortgage.....	200,000	7	— & —	New York.	18—	
3d Mortgage.....	300,000	7	April & Oct.	"	1871	....	Cape May and Millville:	1st Mortgage.....	262,000	7	Feb. & Aug.	Philadelphia.	1882
Interest Coupon.....	304,101	7	Jan. & July.	"	1876	....	Catawissa:	1st Mortgage.....	294,000	7	April & Oct.	New York.	1885
Albany and Susquehanna:							Cedar Falls and Minnesota:	1st Mort. (C. F. to Waver. 14 m.)	1,407,000	7	Jan. & July.	"	1887
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	1st Mort. (W. to Minn. L. 69 m.)					....	
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	Cedar Rapids and Missouri River:	1st Mortgage.....	1,600,000	6	May & Nov.	New York.	1895
2d Mortgage for \$2,000,000	802,000	7	April & Oct.	"	1895	80	Central Branch Union Pacific:	1st Mort. (Atchison & Pike's P.)	1,600,000	6	Jan. & July.	"	1895
Allingheny Valley:							1st Mortgage.....	1st Mort. Govern't subsidy	1,600,000	6	March & Sept.	Savannah.	1875
1st Mortgage.....	398,000	7	April & Oct.	Pittsburg.	1891	....	Central of Georgia:	1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875
1st Mortgage (Extension).....	4,000,000	7.3	" "	"	1896	....	Central of New Jersey:	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870
Androscoggin:							2d Mortgage.....	600,000	7	May & Nov.	"	1875	
1st Mortgage.....	415,000	6	June & Dec.	Portland.	1877	....	Central Ohio:	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890
Ashuelot:							Central Pacific of California:	1st Mortgage (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896
1st Mortgage.....	150,000	6	Jan. & July.	Keene.	1861	....	2d Mortgage (paid by Cal.)	1,500,000	7*	" "	"	100	
Atlantic and Great Western:							Convertible bonds.....	1,500,000	7*	" "	"	111	
1st Mortgage (New York).....	886,000	7*	April & Oct.	London.	1879	....	National Loan.....	15,000,000	6	" "	"	100	
1st Mortgage (Pennsylvania).....	2,151,500	7*	" "	"	1877	....	Charleston and Savannah:	1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877
1st Mortgage (Ohio).....	3,740,900	7	" "	New York.	1876	....	Charlotte and South Carolina:	1st Mortgage for \$500,000	334,000	7	Jan. & July.	New York.	var.
1st Mortgage (Franklin Branch).....	349,000	7	June & Dec.	London.	1882	....	Cheraw and Darlington:	1st Mortgage.....	150,000	7	— & —	Charleston.	1870
1st Mortgage (Buffalo Extension).....	1,382,000	7*	April & Oct.	"	1884	....	2d Mortgage.....	75,000	7	— & —	"	1868	
1st Mortgage (Silver Creek Br.).....	200,000	7*	March & Sept.	New York.	1881	....	Cheshire:	Company bonds.....	672,200	6	Jan. & July.	Boston.	75-80
2d Mortgage (New York).....	761,000	7	April & Oct.	London.	1882	....	Chester Valley:	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872
2d Mortgage (Pennsylvania).....	757,500	7	" "	"	1883	....	Chicago and Alton:	1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877
2d Mortgage (Ohio).....	2,653,000	7	Jan. & July.	"	1895	....	1st Mortgage.....	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893
Consolidated Mortgage.....	17,105,000	7*	April & Oct.	"	1895	....	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	1893	
Atlantic and Gulf:							Chicago, Burlington and Quincy:	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883
1st Mortgage (S. A. & G. R. R.).....	300,000	7	April & Oct.	Savannah.	18—	....	Trust Mortgage, convertible	150,000	8	" "	"	111	
1st Mort. (A. & G. R. R. No. 7 to T.).....	500,000	7	" "	New York.	18—	....	2d Mortgage.....	941,000	7*	July.	Frankfort.	1890	
1st Mort. (A. & G. R. R. No. 7).....	500,000	7	" "	"	18—	....	Company bonds.....	680,000	7	March & Sept.	New York.	1890	
1st mortgage (Bainbridge Ext.).....	500,000	7	Jan. & July.	"	1897	84	Chicago, Cincinnati and Louisv.:	1st Mortgage for \$1,000,000	400,000	7	Jan. & July.	New York.	1887
Atlantic and St. Lawrence:							Chicago and Great Eastern:	1st Mortgage.....	5,600,000	7	April & Oct.	New York.	1895
Portland City Loan (skg fund).....	1,500,000	6	Various.	B. & N. Y.	68-70	....	1st Mortgage (convertible).....	1st Mortgage.....	400,000	7	Jan. & July.	"	1895
2d Mortgage.....	1,499,992	6	April & Oct.	Portland.	1866	....	Chicago, Iowa and Nebraska:	1st Mortgage.....	1,110,000	7	— & —	New York.	1881
Serving Loans.....	484,000	6*	May & Nov.	London.	1878	....	1st Mortgage.....	1st Mortgage (convertible).....	1,110,000	7	— & —	"	1881
Baltimore and Ohio:							Chicago and Great Eastern:	1st Mortgage.....	5,600,000	7	April & Oct.	New York.	1895
Loan of 1834.....	821,261	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage.....	1st Mortgage (convertible).....	1,110,000	7	— & —	"	1895
Loan of 1855.....	894,250	6	Jan. & July.	"	1875	91	Chicago, Iowa and Nebraska:	1st Mortgage.....	1,110,000	7	— & —	"	1881
Loan of 1856.....	602,000	6	" "	"	1880	91	1st Mortgage.....	1st Mortgage (convertible).....	1,110,000	7	— & —	"	1881
Loan of 1853.....	1,744,500	6	April & Oct.	"	1886	90	Chicago, Cincinnati and Louisv.:	1st Mortgage for \$1,000,000	400,000	7	Jan. & July.	New York.	1887
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	Chicago and Great Eastern:	1st Mortgage.....	400,000	7	Jan. & July.	New York.	1887
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....	1st Mortgage.....	1st Mortgage (convertible).....	5,600,000	7	April & Oct.	New York.	1895
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....	Chicago and Great Eastern:	1st Mortgage.....	1,110,000	7	— & —	"	1881
Bay de Noquet and Marquette:							1st Mortgage.....	1st Mortgage (convertible).....	1,110,000	7	— & —	"	1881
1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....	Chicago and Milwaukee (45 m'l's):	1st Mortgage (C. and N. W.).....	397,000	7	May & Nov.	New York.	1874
Bellefontaine:							3d Mortgage.....	37,900	7	Feb. & Aug.	"	1870	
1st Mortgage (B. and Ind. R. R.).....	1,225,000	7	Jan. & July.	New York.	70-90	....	Chicago and Northwestern:	Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1886
2d Mortgage.....	483,000	7	" "	"	1870	....	Funded Coupons.....	755,000	7	May & Nov.	"	92	
Bellefonte and Snow Shoe:							General 1st Mortgage.....	3,955,500	7	Feb. & Aug.	"	91	
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	18—	....	1st Mortgage, Appleton Ext. ....	184,000	7	" "	"	84	
Bidwells Delaware:							1st Mortgage, Green Bay Ext. ....	300,000	7	" "	"	84	
1st Mortgage (guar. by C. & A.).....	1,000,000	6	June & Dec.	New York.	1867	....	Equipment Bonds.....	133,000	7	April & Oct.	"	84	
2d Mortgage (guar. by C. & A.).....	500,000	6	March & Sept.	Princeton.	1885	82	Mississippi River Bridge Bonds.....	200,000	7	Jan. & July.	"	84	
3d Mortgage (guar. by C. & A.).....	746,000	6	Feb. & Aug.	"	1877	80	Elgin and State L. purchase b'ds	189,000	6	" "	"	84	
Blue Ridge, S. Car.:							Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	19,025,000	10	
1st Mortgage of \$2,500,000.....	204,000	7	Jan. & July.	Charleston.	1884	....	Funded Bonds.....	755,000	7	May & Nov.	"	92	
Boston, Clinton and Fitchburg:							General 1st Mortgage.....	3,955,500	7	Feb. & Aug.	"	91	
1st Mort. (Agricultural Br. R. R.).....	100,000	6	Jan. & July.	Northboro.	1875	....	1st Mortgage, Appleton Ext. ....	184,000	7	" "	"	84	
1st Mortgage (B. C. and F. R. R.).....	300,000	6	" "	Boston.	1888	....	1st Mortgage, Green Bay Ext. ....	300,000	7	" "	"	84	
Boston, Concord and Montreal:							Equipment Bonds.....	133,000	7	April & Oct.	"	84	
1st Mort. (Conc. to War. 71 m.).....	200,000	7	Feb. & Aug.	New York.	1865	94	Mississippi River Bridge Bonds.....	200,000	7	Jan. & July.	"	84	
2d Mort. conv. (1st M. on 22 m.).....	100,000	6	Jan. & July.	Boston.	1870	....	Elgin and State L. purchase b'ds	189,000	6	" "	"	84	
2d Mort. conv. (1st M. on 22 1/2 m.).....	250,000	7	" "	New York.	1870	....	Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	19,025,000	10	
Sinking Fund Mortgage.....	500,000	6	" "	Boston.	1889	90	Funded Bonds.....	755,000	7	May & Nov.	"	92	
Boston, Hartford and Erie:							General 1st Mortgage.....	3,955,500	7	Feb. & Aug.	"	91	
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	83	1st Mortgage, Appleton Ext. ....	184,000	7	" "	"	84	
1st Mortgage (new).....	3,900,000	7	Jan. & July.	"	1899	60	1st Mortgage, Green Bay Ext. ....	300,000	7	" "	"	84	
Boston and Lowell:							Equipment Bonds.....	133,000	7	April & Oct.	"	84	
Company bonds (no mortgage).....	440,000	6	Jan. & July.	Boston.	1873	....	Mississippi River Bridge Bonds.....	200,000	7	Jan. & July.	"	84	
Company bonds (no mortgage).....	200,000	6	April & Oct.	"	1879	93	Elgin and State L. purchase b'ds	189,000	6	" "	"	84	
Company bonds (no mortgage).....	304,600	6	" "	"	1887	....	Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	19,025,000	10	
Boston and Providence:							Funded Bonds.....	755,000	7	May & Nov.	"	92	
Company bonds (no mortgage).....	94,382	6	April & Oct.	Boston.	68-77	....	General 1st Mortgage.....	3,955,500	7	Feb. & Aug.	"	91	
Boston and Providence:							1st Mort. (Gal. & Chic. U. R. R.).....	1,919,000	7	Feb. & Aug.	"	84	
Company bonds (no mortgage).....	440,000	6	Jan. & July.	Pittsburg.	1886	....	2d Mort. (Gal. & Chic. U. R. R.).....	1,029,000	7	May & Nov.	"	84	
Company bonds (no mortgage).....	200,000	6	" "	New York.	1886	....	1st Mortgage (Peninsula R.R.).....	1,075,000	7	March & Sept.	"	84	
Boston and Providence:							1st Mort. (Chi. & Mil. R. W. 85 m).....	1,098,000	7	Jan. & July.	"	84	
1st Mortgage.....	536,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (Beloit & Mad. R.).....	372,000	7	" "	"	84	
Buffalo, Corry and Pittsburg:							1st Mortgage (C. & R. I. R. R.).....	1,397,000	7	Jan. & July.	New York.	1870	
1st Mortgage (B. C. & P. of Pa.).....	100,000	7	Jan. & July.	Pittsburg.	18—	....	1st Mortgage (C. & R. I. R. R.).....	6,699,000	7	" "	"	94	
1st Mort. (Buff. & O.C. Cross-cut).....	600,000	7	" "	New York.	18—	....	1st Mortgage.....	1,397,000	7	Jan. & July.	New York.	1896	
Buffalo and Erie:							1st Mortgage.....	7	Feb. & Aug.	"	"	94	
Co. bonds (Buff. and State Line).....	400,000	7	June & Dec.	New York.	1870	....	1st Mortgage.....	7	May & Nov.	"	"	94	
Co. bonds (Buff. and State Line).....	100,000	7	May & Nov.	"	1873	....	1st Mortgage.....	7	Feb. & Aug.	"	"	94	
Co. bonds (Buff. and State Line).....	200,000	7	Jan. & July.	"	1882	....	1st Mortgage.....	1,250,000	7	May & Nov.	New York.	1890	
Co. bonds (Erie and Northeast).....	300,000	7	" "	"	1890	....	1st Mortgage.....	500,000	7	Jan. & July.	"	84	
Buffalo, New York and Erie:							1st Mortgage.....	2,000,000	7	— & —	New York.	1895	
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	88	1st Mortgage.....	1,200,000	7	— & —	New York.	1898	
2d Mortgage.....	380,000	7	May & Nov.	"	1872	86	1st Mortgage.....	1,200,000	7	— & —	New York.	1898	
Burlington and Missouri River:							1st Mortgage.....	400,000	7	— & —	New York.	1895	
Land Grant Mortgage.....	1,800,000	7	April & Oct.	New York.	1893	86	1st Mortgage.....	500,000	7	— & —	New York.	1895	
General Mortgage.....	1,288,000	7	" "	"	1870	87	1st Mortgage.....	1,200,000	7	— & —	New York.	1895	
Unsecured b'ds con. into pref. stck.	1,200,000	8	Jan. & July.	"	1878	102	1st Mortgage.....	500,000	7	— & —	New York.	1895	
Unsecured b'ds (2d series) conv.	600,000	7	" "	"	1870	....	1st Mortgage.....	1,200,000	7	— & —	New York.	1895	
Camden and Amboy:							1st Mortgage.....	425,000	7	Jan. & July.	New York.	1890	
Sterling Bonds, skg fund £330,550	1,841,862	5	Jan. & July.	London.	1880	....	1st Mortgage.....	850,000	7	Feb. & Aug.	New York.	1873	
Loan for \$600,000.....	210,600	6	April & Oct.	New York.	1867	....	1st Mortgage.....	587,000	7	March & Sept.	"	84	
Loan for \$800,000.....	335,040	6	" "	"	1870	97	1st Mortgage.....	106,600	7	Jan. & July.	"	84	
Loan for \$375,000.....	675,000	6	" "	"	1875	90	1st Mortgage.....	1,130,000	7				

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Cleveland, Painesv. and Ashtabula:						Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$8,000,000	7	May & Nov.	New York.	1877
2d Mortgage.....	1,000,000	7	" " "	"	1881		2d Mortgage.....	4,000,000	7	March & Sept.	"	1878
3d Mortgage.....	1,000,000	7	April & Oct.	"	1888	92	3d Mortgage.....	6,000,000	7	"	"	1883
Cleveland and Toledo:						4th Mortgage.....	4,441,000	7	April & Oct.	"	"	1880
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	5th Mortgage.....	92,500	7	June & Dec.	"	"	1888
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	"	1882	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	"	"	1891
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	"	1886	Starling Loan £800,000	4,844,400	7	March & Sept.	London.	1875	
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	"	1885	Erie and Pittsburg:						
Columbus and Augusta:						1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	650,000	7	Jan. & July.	New York.	1883	2d Mortgage for \$700,000.....	370,200	7	April & Oct.	"	1875	
Columbus, Chicago & Ind. Cent.:						Evanston and Crawfordville:						
Trust Mort. S. F. for \$15,000,000.....		7	April & Oct.	New York.	1903	1st Mortgage of 1862.....	350,000	7	Jan. & July.	New York.	1869	
Columbus and Indiana Central:						1st Mortgage of 1854.....	740,000	7	May & Nov.	"	"	1869
1st Mortgage.....	3,200,000	7	May & Nov.	New York.	1904	Rockville Extension 1st Mort. ....	150,000	7	Feb. & Aug.	"	"	1881
2d Mortgage.....	316,000	7	" "	"	18-	Fall River, Warren & Providence:						
Income Bonds.....	1,500,000	7	" "	"	18-	1st Mortgage.....	200,000	7	— & —	Providence.	18-	
Columbus and Xenia:						1st Mortgage.....	100,000	6	— & —	Princeton.	18-	
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	Galena and Chicago Union:						
Connecticut and Passumpsic Riv.:						1st Mortgage.....	815,000	7	— & —	New York.	18-	
1st Mortgage for \$800,000.....	573,800	6	June & Dec.	Boston.	1876	2d Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	
Connecticut River:						3d Mortgage.....	1,029,000	7	May & Nov.	"	"	1875
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	Mississippi Bridge.....	200,000	7	Jan. & July.	"	"	1884
Connecting:						Grand Rapids and Indiana:						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
Council Bluff and St. Joseph:						Grand River Valley:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887	1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18-	
Cumberland Coal and Iron:						Grand Trunk (Ca.):						
Bonds of Nov. 1852.....	397,000	6	Jan. & July.	New York.	1869	1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18-	
Bonds of Feb. 1864.....	89,000	6	Feb. & Aug.	"	1869	2d Preference Bonds.....	7,355,986	5*	"	"	18-	
Bonds of July, 1867.....	98,000	6	" "	"	1877	3d Preference Stock.....	3,414,094	4*	"	"	18-	
Cumberland and Pennsylvania:						4th Preference Stock.....	25,592,860	4*	"	"	18-	
1st Mortgage for \$1,000,000.....	898,000	6	March & Sept.	New York.	1891	Equipment Bonds.....	2,433,333	6*	April & Oct.	"	18-	
Cumberland Valley:						Postal and Military bonds.....	5,840,000	var Feb.	— & —		18-	
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	Great Western of Canada:						
2d Mortgage.....	109,500	8	" "	"	18-	Government Loan £573,688.....	2,782,387	6*	— & —	Ottawa.		
Company's Bonds.....	85,300	6	" "	Harrisburg.	18-	Mortgage Bonds £615,200.....	2,983,720	6*	— & —	London.	73-76	
Danbury and Norwalk:						Mortgage Bonds £547,000.....	2,652,950	5*	— & —	"	77-78	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1870-80	Stock Debentures £46,700.....	226,500	5*	— & —	"	irred.	
Dayton and Michigan:						Great Western of Illinois:						
1st Mortgage.....	283,000	7	Jan. & July.	New York.	1867	1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	
2d Mortgage.....	2,589,000	7	" "	"	1870	1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	"	1883	
3d Mortgage.....	642,000	7	March & Sept.	"	1884	1st Mortgage (General).....	2,500,000	7	— & —	"	1888	
Toledo Depot Bonds.....	169,500	7	" "	"	2d Mortgage.....	2,500,000	7	May & Nov.	"	1895		
Dayton and Union:						Greenville and Columbia:						
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	State guaranteed bonds.....	550,000	6	Jan. & July.	Charleston.	18-	
2d Mortgage.....	135,000	7	June & Dec.	"	1st Mortgage.....	1,000,000	7	— & —	New York.	18-		
Income Bonds.....	261,000	6	" "	"	2d Mortgage.....	1,500,000	6	Jan. & July.	"	"		
Dayton and Western:						Hannibal and St. Joseph:						
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	State Loan of 1851.....	1,500,000	6	Jan. & July.	New York.	1881	
2d Mortgage.....	463,000	6	June & Dec.	"	1865	State Loan of 1855.....	1,500,000	6	— & —	"	1885	
Delaware:						Land Mort. of 1863 for \$3,400,000.....	2,300,000	7	April & Oct.	"	1888	
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	Convertible bonds of 1863.....	800,000	7	Jan. & July.	"	1888	
Guaranteed Bonds.....	106,000	6	" "	"	Six year bonds of 1865.....	1,000,000	10	" "	"	1872		
State Loan.....	170,000	6	" "	"	Harrisburg and Lancaster:							
Delaware, Lackawanna, & Western:						1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	
1st Mort. (L. & W.) for \$900,000.....	564,000	7	Jan. & July.	New York.	1871	Hartford and New Haven:						
1st Mort. (East. Ext.) \$1,500,000.....	1,111,000	7	April & Oct.	"	1875	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	
2d Mort. (General) for \$2,600,000.....	1,633,000	7	March & Sept.	"	1881	2d Mortgage.....	1,000,000	7	— & —	"	94	
Des Moines Valley:						Hartford, Providence and Fishkill:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	1st Mort. (R. Island 26.32 m.).....	45,000	7	— & —	"	"	
Income Bonds.....	402,000	7	Jan. & July.	"	1884	1st Mort. (Connecticut 96.04 m.).....	2,500,000	7	— & —	"	"	
Detroit and Milwaukee:						Hempfield:						
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18-	
2d Mortgage.....	1,000,000	8	" "	"	1884	Housatonic:						
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875	1st Mortgage.....	191,000	6	Jan. & July.	Bridgeport.	1877	
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875	2d Mortgage.....	96,000	7	— & —	"	1885	
Bonds of June 30, 1866, (cond.).....	1,837,789	7	" "	"	Houston and Texas Central:							
Detroit, Mon. & Tol. (M.S. & N.L.)						Texas State Loan, sinking fund.....	432,000	6	April & Oct.	New York.	67 '90	
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	1st Mortgage.....	1,360,000	7	Jan. & July.	"	1866	
Detroit and Pontiac (Detr. & Mil.):						Land Mort. S. F. (\$20,000 p. m.).....	1,360,000	7	" "	"	1891	
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1878	Hudson River:						
2d Mortgage.....	250,000	8	Feb. & Aug.	"	1886	1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869	
Dubuque and Sioux City:						1st Mortgage.....	1,954,000	7	" "	"	1869	
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	1st Mortgage.....	1,936,000	7	" "	"	1870	
1st Mortgage (construction).....	660,000	7	" "	"	1894	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	"	1885	
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888	3d Mortgage.....	183,000	7	May & Nov.	"	1875	
Dubuque Southwestern:						Huntington and Broad Top Mt.:						
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	
2d Mortgage, ordinary.....	450,000	7	" "	"	1895	2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875	
East Brandywine & Waynesboro:						Consol. Mortgage.....	722,245	7	April & Oct.	"	1895	
1st Mortgage.....	168,000	7	Feb. & Aug.	Philadelphia.	1882	Illinois Central:						
Eastern:						Construction.....	2,955,000	7	April & Oct.	New York.	1875	
State Loan (1st Lien).....	350,000	5	J. A. J. & O.	Boston.	188-72	Construction.....	437,500	6	" "	"	1875	
2d Mortgage, (convert. sterling).....	420,000	5*	Jan. & July.	London.	1872	Redemption.....	2,500,500	6	" "	"	1890	
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	Redemption, sterling.....	2,424,500	6*	" "	London.	1875	
1st Mortgage, (Essex Railroad).....	214,400	6	Jan. & July.	"	1876	Illinois and Southern Iowa:						
Bonds.....	160,000	6	April & Oct.	"	1885	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
East Pennsylvania:						1st Mortgage.....	500,000	7	Jan. & July.	New York.	1886	
1st Mortgage, Sinking Fund.....	574,900	7	April & Oct.	Philadelphia.	1888	1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	
East Tennessee and Georgia:						1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	
Tennessee Loan (old).....	1,067,000	6	Jan. & July.	New York.	1882	Jackson, Lansing and Saginaw:						
Tennessee Loan (1866).....	449,830	6	" "	"	1898	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	
Mortgage (old).....	643,000	6	" "	"	1880	1st Mortgage.....	1,980,000	7	April & Oct.	New York.	1896	
Mortgage (new).....	124,900	7	" "	"	1880	Jeffersonville (J. M. & L.):						
East Tennessee and Virginia:						1st Mortgage.....	397,000	7	March & Sept.	New York.	1861	
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1883	2d Mortgage.....	1,980,000	7	April & Oct.	"	1873	
Tennessee Loan (1866).....	600,000	6	" "	"	1888	Jeffersonville, Madison & Indian:						
Tennessee endorsed bonds.....	185,000	6	" "	"	1888	1st Mortgage.....	612,000	7	May & Nov.	New York.	1882	
Edgefield and Kentucky:												

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Price	Description of Bonds	Amount	Rate	Interest Payable		Price	Description of Bonds	Amount	Rate	Interest Payable		Price
				When	Where					When	Where	
				Price	Price					Price	Price	
100	Kentucky Central:						Mississippi and Tennessee:					
94	1st Mort. (Covington & Lexington)	\$128,000	7	— & —	New York	1872	1st Mortgage	\$60,000	7	April & Oct.	New York	1876
89	2d Mortgage (do.)	844,000	7	— & —	" "	1882	2d Mortgage for \$1,900,000	850,000	8	Jan. & July	" "	1870
86	3d Mortgage (do.)	236,000	7	— & —	" "	1885	Tennessee State Loan	317,800	6	" "	" "	1892
85	Keokuk and St. Paul:						Mobile and Girard:					
100	1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York	1887	1st Mortgage Bonds	\$250,000	6	— & —	—	18—
94	Income	100,000	7	" "	" "	1887	Mobile and Ohio:					
89	Knoxville and Charleston:						1st Mortgage, Sterling	4,503,000	6*	May & Nov.	London	1882
86	Tenn. State Loan	450,000	6	Jan. & July	New York	1898	1st Mortgage, Sterling	3,800,000	8*	" "	Mobile	1882
85	Knoxville and Kentucky:						Tennessee Loans	1,669,800	6	Jan. & July	New York	1891
100	Tenn. State Loan (old)	1,310,000	6	Jan. & July	New York	1890	Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile	1867
94	Tenn. State Loan (new)	800,000	6	" "	" "	1898	Liquidation (10 year) bonds	556,421	8	" "	New York	1876
89	Lackawanna and Bloomsburg:						Interest bonds	697,900	8	" "	Mobile	1882
86	1st Mortgage		7	Jan. & July	New York	1875	Montgomery and Eufala:					
85	1st Mortgage (Extension)		7	March & Sept.	Philadelphia	1885	1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York	1886
100	2d Mortgage		7	April & Oct.	"	1880	Montgomery and West Point:					
94	2d Mortgage (Extension)		7	May & Nov.	"	1890	Income Bonds	100,000	8	Jan. & July	New York	1870
89	Lake Erie and Louisville:						Income Bonds	306,900	8	" "	" "	1876
86	1st Mortgage for \$1,600,000	500,000	7	Jan. & July	New York	1893	Mortgage Bonds	719,500	8	" "	" "	1881
85	Lehigh and Lackawanna:						Morris and Essex:					
100	1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia	1897	1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York	1914
94	Lexington and Frankfort:						2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891
89	1st Mortgage	44,000	6	Jan. & July	Lexington	'69-'74	Nashville and Chattanooga:					
86	Lehigh Valley:						1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July	New York	18—
85	1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia	1873	Tenn. State Loan	150,000	6	" "	" "	18—
100	New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1893	Tenn. Coupon Funded	426,270	6	" "	" "	18—
94	Little Miami:						Nashville and Decatur:					
89	1st Mortgage	1,489,000	6	May & Nov.	New York	1883	Tenn. State Loan	2,116,176	6	Jan. & July	New York	188—
86	Cincinnati Loan	100,000	6	"	Cincinnati	1890	Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville	1870
85	Little Schuylkill:						Nashville and Northwestern:					
100	1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia	1877	Tenn. State Loan	2,672,000	6	Jan. & July	New York	188—
94	Long Island:						2d Mortgage	792,050	6	" "	" "	18—
89	1st Mortgage	500,000	6	Jan. & July	New York	1870	Naugatuck:					
86	Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	1st Mortgage, Convertible	246,000	7	Jan. & July	Bridgeport	1876
85	Glen Cove Branch	150,000	6	May & Nov.	"	1893	1st Mortgage	600,000	—	— & —	New York	18—
100	Louisville, Cincinnati and Lexington:						New Bedford and Taunton:					
94	1st Mortgage for \$3,000,000	2,116,000	7	Jan. & July	New York	1897	1st Mortgage	174,000	6	Jan. & July	Boston	1881
89	Louisville and Frankfort:						New Brunswick and Canada:					
86	1st Mortgage	108,000	6	Jan. & July	New York	'69-'78	1st Mortgage, Sterling \$220,000	1,100,000	6*	May & Nov.	London	1867
85	Louisville Loan	100,000	6	"	"	1881	Newcastle and Beaver Valley:					
100	Louisville and Nashville:						1st Mortgage for \$150,000	125,000	7	May & Nov.	Philadelphia	1882
94	1st Mortgage, Main Stem	1,515,000	7	Jan. & July	New York	'69-'77	2d Mortgage for \$100,000	39,200	7	March & Sept.	"	1877
89	1st Mortgage, Memphis Branch	267,000	7	May & Nov.	"	'70-'75	N. Orleans, Jackson & Gt. Nth:					
86	1st Mortgage, Bardstown Branch	27,500	7	Jan. & July	"	1870	1st Mortgage for \$3,000,000	2,741,000	8	Jan. & July	New York	1886
85	1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	"	'80-'85	2d Mortgage for \$3,000,000	1,019,000	8	" "	" "	78
100	Louisville Loan, Main Stem	849,000	6	April & Oct.	"	'86-'87	1st Mort. (Hamps. & Hampd.)	450,000	7	Jan. & July	New Haven	1860
94	Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	"	1886	2d Mort. (F. & F. for \$1,000,000 (80m))	200,000	6	April & Oct.	"	1874
89	Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	"	1893	New Jersey:					
86	Consolid. 1st mort. for \$8,000,000		7	"	"	Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York	188—	
85	Louisville, N. Albany & Chicago:					New London Northern:						
100	1st Mort. New Albany & Salem	2,235,000	6	— & —	New York	18—	1st Mortgage	60,000	7	Jan. & July	New London	1876
94	Macoupin and Brunsck:					1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	
89	1st Mort. endorsed by Georgia	160,000	7	Jan. & July	New York	1887	N. Orleans, Jackson & Gt. Nth:					
86	McMinnville and Manchester:					1st Mortgage for \$3,000,000	2,741,000	8	Jan. & July	New York	1886	
85	Tenn. State Loan	772,000	6	Jan. & July	New York	18—	2d Mortgage	1,019,000	8	" "	" "	78
100	Mahanoy and Broad Mountain:					1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York	1890	
94	1st Mortgage	250,000	6	Jan. & July	Philadelphia	1884	2d Mort. (F. for \$1,000,000 (80m))	40,000	8	Jan. & July	"	1887
89	Maine Central:					New York Central:						
86	\$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston	'90-'91	Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York	1883
85	\$400,000 Loan	315,200	6	June & Dec.	"	'70-'71	Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	100
100	Bangor City Loan	660,000	6	April & Oct.	"	1874	Bonds for B. & N. Falls R.R.C.	77,000	6	May & Nov.	" "	1883
94	2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor	1870	Bonds for railroad stocks	594,000	6	" "	" "	1883
89	Marietta and Cincinnati:					Bonds for real estate	165,000	6	" "	" "	" "	87
86	1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore	1892	Convertible bonds	176,865	7	various	" "	var.
85	1st Mortgage, Sterling	1,000,000	7*	"	London	1892	Renewal bonds of 1868	453,000	7	Feb. & Aug.	" "	120
100	2d Mortgage	520,000	7	May & Nov.	Baltimore	1896	New York and Flushing:	2,900,000	6	June & Dec.	" "	80
94	Scioto and Hocking Valley	300,000	7	"	"	1st Mortgage	125,000	7	— & —	New York	18—	
89	Memphis and Charleston:					New York and Hiram:						
86	Tenn. State Loan	1,595,530	6	Jan. & July	New York	1890	1st Mortgage of 1853	3,000,000	7	May & Nov.	New York	1873
85	Memphis and Little Rock:					Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	103	
100	Tenn. State endorsements	445,000	6	Jan. & July	New York	1890	1st Mortgage	1,068,500	6	April & Oct.	New York	1875
94	Mortgage (road and land)	600,000	8	May & Nov.	"	Improvement Bonds						
89	Michigan Central:					Extension Bonds						
86	1st Mortgage, sterling	467,489	6	Jan. & July	London	1872	1st Mortgage	297,750	7	Jan. & July	New York	65-70
85	1st Mortgage, sterling, convertible	500,000	8	March & Sept.	"	1869	1st Mortgage	328,800	8	" "	" "	70
100	1st Mortgage, dollars, convertible	1,777,000	8	"	New York	1869	2d Mortgage for \$300,000	6,000	8	" "	Norfolk	65-70
94	1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	North Eastern:					
89	Consol. Sinking Fund Mortgage	4,231,500	8	"	"	1882	1st Mortgage	700,000	7	March & Sept.	Charleston	1860
86	Michigan Southern & North. Ind.:						2d Mortgage for \$300,000	145,000	7	" "	" "	75
85	1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York	1885	Interest Certificates	228,086	7	Jan. & July	" "	75
100	2d Mortgage	2,698,200	7	"	"	1877	North Missouri:					
94	Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	"	1868	1st Mortgage for \$6,000,000	3,000,000	7	Jan. & July	New York	1898
89	Detroit, Monroe & Toledo Mort.	924,000	7	"	"	1876	2d Mortgage	274,500	7	— & —	" "	88
86	Midland and Centre County:						North Shore, S. L.:					
85	1st Mortgage	145,000	6	April & Oct.	Philadelphia	1885	1st Mortgage	110,200	7	— & —	New York	18—
100	Milwaukee & Chicago, (40 miles):	2,122,000	7	May & Nov.	"	1885	1st Mortgage, Sinking Fund	1,223,000	6	J. A. J. & O.	Baltimore	1860
94	2d Mortgage	2,698,200	7	"	"	1884	2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July	" "	84
89	3d Mortgage (C. & N. W. R. W.)	182,000	7	Jan. & July	New York	1874	3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	" "	88
86	3d Mortgage (C. & N. W. R. W.)	10,500	7	June & Dec.	"	1898	Consol. 2d Mort. for \$6,000,000	952,000	6*	Jan. & July	" "	1860
85	Milwaukee and Prairie du Chien:						North Pennsylv.					
100	1st Mortgage	390,500	7	Jan. & July	New York	1891	1st Mortgage	145,000	6	April & Oct.	Boston	1874
94	Milwaukee and St. Paul:						2d Mortgage	2,633,349	6	Jan. & July	Philadelphia	1880
89	1st Mortgage, 370 miles	5,361,000	7	Jan. & July	New York	1893	3d Mortgage	377,365	10	April & Oct.	"	188

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
North Carolina:											
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Office, N. Car.	1867	...	Providence, Warren and Bristol:				
New Loan for \$800,000.....	8	8	"	"	1867	...	1st Mortgage.....	\$100,000	8	March & Sept.	Providence.
Ogdensburg and Lake Champlain:							2d Mortgage.....	50,000	8	June & Dec.	" 1877
1st Mort. conv. into pref. stock.	985,000	7	Jan. & July.	Boston.	1870	100	Quincy and Toledo:				
Equipment Bonds.....	300,000	8	"	"	1869-78	101	1st Mortgage.....	500,000	7	May & Nov.	New York.
Ohio and Mississippi:							2d Mortgage.....	250,000	7	"	"
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	94	1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.
1st Mortgage, W. Div.....	850,000	7	"	"	1872	...	2d Mortgage.....	208,000	7	"	"
2d Mortgage, W. Div.....	750,000	7	"	"	1874	...	Equipment Bonds, convertible.	74,800	7	"	"
Income, W. Div.....	221,500	7	April & Oct.	"	1882	...	Tom's River Br. 1st Mort.	—	—	—	—
Consolidated Mort. for \$6,000,000.....	7	Jan. & July.	"	"	1898	84	Reading and Columbia:				
Old Colony and Newport:							1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.
Company Bonds.....	1,458,000	6	April & Oct.	Boston.	1875-76	94	2d Mortgage.....	350,000	7	June & Dec.	" 1884
Company Bonds.....	32,000	5	March & Sept.	"	1884	86	Rensselaer and Saratoga:				
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	104	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.
Orange, Alexandria & Manassas:							1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80	1st Mort. (Troy, Salem & Rut.)	500,000	7	May & Nov.	" 1890
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	...	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	" 80-87
2d Mort. ....	573,500	8	May & Nov.	Richmond.	1875	80	Richmond and Danville:				
3d Mort. ....	82,200	8	March & Sept.	Alexandria.	1880	82	Virginia State Loan.....	600,000	6	Jan. & July.	New York.
Funded Coupons 1st & 2d Mort.	200,000	7	Jan. & July.	New York.	1877	74	Bonds guaranteed by Virginia.	200,000	7	"	" 75-76
Virginia State Loan of '58 & '59	249,962	7	"	"	1872-93	...	4th Mortgage.....	423,000	7	Feb. & Aug.	" 1875
Oswego and Rome:							4th Mortgage.....	504,000	7	"	"
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	...	Funded Interest.....	82,100	7	"	"
Income.....	200,000	6	Feb. & Aug.	"	1801	...	Richmond and Fort Wayne:				
Oswego and Syracuse:							1st Mortgage, guaranteed.....	—	—	—	—
1st Mortgage.....	498,500	6	Jan. & July.	New York.	1870-80	...	Rich., Frederickburg & Potowmack:				
2d Mortgage.....	375,000	7	May & Nov.	"	1885	...	Company Bonds, sterling.....	57,333	6*	Jan. & July.	London.
Pacific of Mo.:							Company Bonds, dollar.....	203,576	6	"	" 1875
State Loan (20 and 30 years).....	7,000,000	6	Jan. & July.	New York.	1872-89	...	Company Bonds, dollar.....	271,399	7	"	" 1875-79
Mortgage, construction.....	1,500,000	7	"	"	1868-70	93	Richmond and Petersburg:				
St. Louis Loan.....	700,000	6	"	"	1871-73	...	Company Bonds (coupl. & reg.).....	130,500	7	June & Dec.	N. Y. & Rich.
1st (new) Mortgage for \$7,000,000.....	—	6	Feb. & Aug.	New York.	1888	97	Company Bonds (coupons).....	175,000	7	March & Sept.	Philadelphia.
Panama:							Roanoke Valley (R. & Dan.):				
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	...	1st Mortgage.....	148,200	7	Jan. & July.	New York.
1st Mortgage, Sterling.....	346,000	7*	"	"	1875	...	Rockford, R. Island & St. Louis:				
2d Mortgage, Sterling.....	1,912,000	7*	Feb. & Aug.	"	1872	...	1st Mortgage, convertible, S. F. free.....	—	7*	Feb. & Aug.	N. Y. & Lond.
Peninsula (C. & N. W.):							Rome, Watertown & Ogdens.:				
1st Mortgage.....	1,075,000	7	March & Sept.	New York.	1898	...	1st Mortgage, Sinking Fund.....	554,500	7	June & Dec.	New York.
Pennsylvania:							2d Mort. (Watertown & Rome):	37,000	7	March & Sept.	" 1891
1st Mort. ....	4,972,000	6	Jan. & July.	Philadelphia.	1880	99	Sinking Fund (Watert. & Rome).....	731,600	7	"	" 1890
2d Mort. ....	2,597,000	6	April & Oct.	"	1875	94	1st Mort. (Potadam & Watert.):	511,500	7	June & Dec.	" 1890-74
2d M. stg. ....	2,283,840	6	"	London.	1875	...	1st Mortgage.....	1,800,000	7	Feb. & Aug.	Boston.
General Mortgage.....	59,000	6	—	Philadelphia.	1880	...	2d Mortgage.....	937,500	7	"	" 1863
State lien on whole property.....	6,375,734	5	April & Oct.	Harrisburg.	1870	...	3d Mortgage.....	440,000	7	"	" 1863
Short Bonds and Debentures.....	3,400,000	6	—	Philadelphia.	1880	...	Sacramento Valley:				
Pensacola and Georgia:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	...	2d Mortgage.....	329,000	10*	Feb. & Aug.	San Francisco.
1st Mortgage (Tallahassee R. R.):	206,000	7	"	"	18—	...	St. Joseph and Council Bluffs:				
2d Mortgage.....	255,000	8	"	"	18—		1st Mortgage.....	1,400,000	10	March & Sept.	New York.
Pearl River and Bureau Valley:							St. Louis, Alton and Terre Haute:				
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—		1st Mortgage (Series A):	1,100,000	7	Jan. & July.	New York.
Pearl, Peckin and Jacksonville:							1st Mortgage (Series B):	1,100,000	7	April & Oct.	" 1894
1st Mortgage for \$1,000,000.....	550,000	7	Jan. & July.	New York.	1887	...	2d Mortgage preferred (Series C):	1,400,000	7	Feb. & Aug.	" 1894
Petersburg:							2d Mortgage preferred (Series D):	1,400,000	7	May & Nov.	" 1894
Coupon Bonds.....	66,400	7	Jan. & July.	Petersburg.	1871-72	...	2d Mortgage Income (Series E):	1,700,000	7	"	" 1894
Philadelphia and Baltimore Cent.:							St. Louis and Iron Mountain:				
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	...	1st Mortgage for \$4,000,000.....	3,000,000	7	Feb. & Aug.	New York.
Philadelphia and Erie:							2d Mortgage (10 miles).....	—	—	...	1892
1st Mortgage (Sunbury & Erie):	1,000,000	7	April & Oct.	Philadelphia.	1877	97	St. Louis, Jacksonville & Chicago:				
1st Mortgage (General).....	5,000,000	6	"	"	1881	86	1st Mortgage (\$15,000 per mile):	2,250,000	7	April & Oct.	New York.
2d Mortgage.....	4,000,000	7	"	"	1901	79	Equipment Bonds, free.....	—	10	Jan. & July.	" 1894
3d Mortgage for \$8,000,000.....	600,000	6	"	"	1885	...	St. Paul and Chicago:				
Philadelphia, Germant. & Norist.:							1st Mort. S. F. guar. for \$4,000,000	—	—	—	—
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	...	St. Paul and Pacific 1st Division:				
Philadelphia and Reading:							1st Mortgage (10 miles).....	400,000	8	March & Sept.	New York.
Bonds of 1849.....	401,000	6	April & Oct.	Philadelphia.	1870	96	1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" 1892
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	...	2d Mortgage and Land Grant.....	1,200,000	7	June & Dec.	" 1892
Bonds of 1836-43-44-48 and 49.....	2,497,900	6	"	"	1880	...	General Mort. stg. for £780,000.....	—	7	Jan. & July.	London.
Bonds of 1857, convertible.....	171,500	6	"	"	1886	...	General Mort. dol. for \$7,000,000	—	—	—	—
Bonds of 1836, Sterling.....	182,400	6	"	"	1880	94	Salem:				
Bonds of 1836, Sterling, conv.....	288,000	7	"	"	1880	...	1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.
Mort. bonds of '68, clear of taxes.....	2,255,000	7	April & Oct.	Philadelphia.	1893	103	Salem and Lowell:				
Philadelphia and Trenton:							1st Mortgage.....	226,900	6	—	—
1st Mort. (Camden & Amboy).....	200,000	6	May & Nov.	Philadelphia.	1868	...	Sandusky and Cincinnati:				
Philadelphia, Wilmington & Balt.:							1st Mortgage.....	981,000	7	Feb. & Aug.	New York.
Mortgage Loan, convertible.....	385,000	6	Jan. & July.	Philadelphia.	1884	...	3d Mortgage.....	148,000	7	—	—
Bonds of 1866.....	1,000,000	6	April & Oct.	"	1871-76	96	Sandusky, Mansfield and Newark:				
Bonds of 1867.....	945,000	6	"	"	1887	...	1st Mortgage.....	1,290,000	7	Jan. & July.	New York.
Pittsburg and Connellsburg:							Funded Coupons.....	818,200	7	"	"
1st Mort. (Turtle Creek Div.).....	400,000	6	Feb. & Aug.	New York.	1889	...	Schuylkill Navigation:				
Baltimore Loan (bonds & stock).....	1,000,000	6	"	Baltimore.	1886	...	1st Mortgage.....	1,761,213	6	March & Sept.	Philadelphia.
Pittsburg, Ft. Wayne & Chicago:							2d Mortgage.....	3,980,670	6	Jan. & July.	" 1872
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	102	Improvement Bonds.....	362,500	6	May & Nov.	" 1870
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	...	Schuylkill and Susquehanna:				
1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	...	1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.
1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	...	2d Mortgage.....	210,000	7	—	—
1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	...	3d Mortgage.....	71,000	7	—	—
1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	...	Convertible reg'ered.....	128,893	7	—	—
2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	97	Selma and Meridian:				
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	...	1st Mortgage.....	79,873	6	—	—
2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	...	2d Mortgage.....	52,000	6	—	—
2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	...	3d Mortgage.....	665,000	6	—	—
2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	...	Selma Rome and Dalton:				
2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	...	1st Mort. (Ala. and Tenn. River).....	838,000	7	Jan. & July.	New York.
3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	91	2d Mort. (Ala. and Tenn. River).....	241,100	7	"	"
Bridge (O. & P. R. R.) bonds.....	158,000	7	May & Nov.	"	1876	...	Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	"
Pittsburg and Steubenville:							Shamokin Valley and Pottsville:				
1st Mortgage.....	1,000,000	7	Feb. & Aug.	New York.	1881	...	1st Mortgage.....	700,000	7	Feb. &	

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Shore Line (N. H. & N. L.)	\$55,000	7	March & Sept.	New Haven.	1880		Western Alabama:		7	April & Oct.	New York.	18-
1st Mortgage, reconstruction							1st Mortgage, guar. for \$500,000.					
South Carolina:							West Wisconsin:		7	Jan. & July.	London.	1883
Sterling Bonds £452,9124	2,612,944	5*	Jan. & July.	London.	71-75		1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883
Sterling Bonds £59,0314	282,346	5*	"	Charleston.	71-75		West Chester and Philadelphia:					
Domestic Bonds	617,167	6	various.	"	68-74		1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873
Domestic Bonds	595,500	7	"	"	68-72		2d Mortgage, registered	562,000	8	April & Oct.	"	1878
Domestic Bonds	280,000	7	April & Oct.	"	68-91		West Jersey:					
South Shore:							Loan of 1861 for \$1,000,000	238,000	6	March & Sept.	Philadelphia.	1883
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94	Loan of 1865 for \$1,000,000	780,000	6	Jan. & July.	"	1896
South Side, Va.:							Sterling Loan, £899,900.	4,319,520	5*	April & Oct.	London.	1883-71
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887		Dollar Bonds	936,500	6	"	Boston.	1875
2d Mort. guar. by Petersburg	300,000	6	"	Petersburg.	70-75		Western (Boston and Albany):					
3d Mort. (for City Point R. R.)	175,000	6	"	"	65-68		1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1873
4th Mortgage	314,900	6	"	"	70-72		1st Mortgage, endorsed by Balt.	200,000	6	"	Baltimore.	1890
5th Mortgage	119,000	8	"	"	63-69		2d Mort. for \$300,000, end. by B.	300,000	6	"	"	1890
South Side, L. I.:							2d M. for \$300,000, end. by W. Co.	300,000	6	"	"	1890
1st Mortgage	750,000	7	March & Sept.	New York.	1887		Western Pennsylvania:					
South Western:							1st Mortgage, guaranteed	1,288,600	6	April & Oct.	Philadelphia.	18-
1st Mortgage	437,000	8	various.	Macon.	75-85		Western Union:					
South West Pacific:							1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896
1st Mort. guar. by At&P	2,000,000	7	Jan. & July.	New York.	1871		Wills Valley:					
Southern Minnesota:							1st M. for \$1,000,000 end. by Ala.		7	— &	—	18-
1st Mortgage L. G. for \$1,000,000	900,000	7	Jan. & July.	New York.	1885		Wilm., Charlotte & Rutherford:					
Springfield and Columbus:							N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	1890-92
1st Mortgage	150,000	7	Jan. & July.	New York.	1871		1st Mortgage guar. by State		8	"	"	1897
Staten Island:							Wilmington and Manchester:					
1st Mortgage	200,000	7	Jan. & July.	New York.	1886		1st Mortgage	596,000	7	June & Dec.	New York.	1866
Steubenville and Indiana:							2d Mortgage	200,000	7	May & Nov.	"	1873
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870		Income Bonds	160,000	7	March & Sept.	Wilmington.	1864
Sullivan:							Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875		Consol. Mortgage for \$2,000,000		7	May & Nov.	New York.	1892-02
2d Mortgage	250,000	6	Feb. & Aug.	"	1880		Wilmington and Weldon:					
Syracuse, Binghamton and N. Y.:							1st Mortgage, Sterling	576,888	6	Jan. & July.	London.	1881
1st Mortgage	1,721,614	7	April & Oct.	New York.	1876		2d Mortgage, Sterling	197,777	7	"	"	1886
Tallahassee:							Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896
1st Mortgage	206,000	7	Jan. & July.	New York.	18-		Winchester and Alabama:					
Toga:							Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	1888-96
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872		Winchester and Potomac:					
Toledo, Logansport & Burlington:							Stg. State Loan	85,333	6	August.	Richmond.	
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884		Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867
Toledo, Peoria and Warsaw:							Winona and St. Peter:					
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86	1st Mortgage (C. & N. W.)					
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	"	1896	82	Wrightsville, York & Gettysburg:					
Toledo, Wabash and Western:							1st Mort. guar. by N. Central:	52,000	7	May & Nov.	Baltimore.	1867
1st Mort. (Tol. & Ill. 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91	York and Cumberland (N. Cent.):					
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890		1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	874	2d Mortgage	25,000	6	Jan. & July.	"	1871
2d Mort. (Wab. & West 167 m.)	1,600,000	7	"	"	1871		3d Mortgage	500,000	6	"	"	1877
Equipm't Bonds (T. & W. 75 m.)	600,000	7	"	"	1883	79	CANAL BONDS:					
S. F. B. (Tol. W. & W. 499 m.)	269,000	7	April & Oct.	"	1871		Chesapeake and Delaware:					
Consol. M. (T. W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	"	1907	82	1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882
Troy and Boston:							Chesapeake and Ohio:					
1st Mortgage	300,000	7	Jan. & July.	New York.	1887		State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870
2d Mortgage	300,000	7	April & Oct.	"	1885		Sterling, guaranteed	4,375,600	5*	"	London.	1890
3d Mortgage	650,000	7	May & Nov.	"	1875		Preferred Bonds	1,699,600	6	Jan. & July.	Baltimore.	1885
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882		Delaware Division:					
Troy Union:							1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873		1st Mortgage	531,000	7	March & Sept.	New York.	1870
2d Mortgage, guaranteed	180,000	6	"	"	1877		1st Mortgage (new)	1,500,000	7	May & Nov.	"	1877
Union and Logansport:							Delaware and Raritan (See Camden and Amboy R. R.):					
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905		1st Mortgage	673,793	7	Jan. & July.	Philadelphia.	1865
Union Pacific:							Interest Bonds	161,960	7	"	"	18-
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897-8		Illinois and Michigan:					
2d Mortgage (Gov. subsidy)	20,168,000	6	"	"	874		Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870
Union Pacific—Central Branch:							Ill. State bonds, sterling, reg.	500,967	6*	"	"	1870
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895		Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	"	1895		Ill. State bds, cur., coup. & reg.	35,400	6	Jan. & July.	"	1870
Vermont Central:							Lehigh Coal and Navigation:					
1st Mortgage	370,000	7	June & Dec.	Philadelphia.	1866	774	1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37	2d Loan	5,606,122	6	"	"	1884
Equip. Loan (Vt. C. & Vt. & Co.)	1,000,000	8	May & Nov.	"	1876	37	3d Loan	2,000,000	6	"	"	1897
Vermont and Massachusetts:							Gold Loan	5,000,000	6*	June & Dec.	"	1897
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	914	Convertible Loan	1,201,850	6	"	"	1877
Vermont Valley:							Monongahela Navigation:					
1st Mortgage	386,000	7	April & Oct.	New York.	1860		1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887
1st Mortgage	114,000	6	"	Boston.	1860		2d Mortgage	57,000	6	"	"	18-
2d Mortgage	293,200	7	"	"	1859		Morris (and Banking):					
Vicksburg and Meridian:							1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890		2d Mortgage	302,750	6	"	"	84
"	850,000	7	or	"	1890		Boat Loan	232,087	6	"	"	77
"	154,000	7	4d class.	"	1890		North Branch:					
"	1,263,000	7	April & Oct.	"	1890		1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876
Funded Coupons	420,000	7		"	1890		Schuylkill Navigation:					
Special Loan	200,000	8		"	1890		1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872
Virginia Central:							2d Mortgage	3,980,670	6	Jan. & July.	"	1882
State Loan	210,000	6	Jan. & July.	New York.	1891		Improvement Loan	1,601,670	6	May & Nov.	"	1876
1st Mortgage (guar. by State)	100,000	6	"	N. Y. & Rich.	1890		Susquehanna and Tide Water:					
2d Mortgage	206,500	6	"	"	1872		Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885
3d Mortgage	983,000	6	"	"	1884		Coupon Bonds	1,250,000	6	"	Baltimore.	1878
Income and other unsecured bds	116,125	8	"	"	1866		Preferred Interest Bonds	325,000	6	"	"	55
Virginia and Tennessee.							Union (Pa.):					
1st Mortgage	494,000	6	Jan. & July.	New York.	1873		1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883
2d Mortgage	23,500	6	"	"	1874		West Branch and Susquehanna:					
3d Mortgage (Enlarged)	990,000	6	"	"	1884		1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878
Income Bonds	188,500	6	"	"	1866		Wyoming Valley:					
Funding Bonds (\$1,000,000)	736,000	8	"	"	18-		1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878
Warren:							MISCELLANEOUS BONDS:					
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875		American Dock & Improvement:					
Warren and Franklin:							Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	188

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics;" State-sid Railroads are distinguished by a "1,"

## Abstract of General Balance Sheet.

Railroad	Rolling Stock		Companies.		Liabilities.		Operations.		Earnings.	
	Years ending	Cars.	Freight.	R. M. E.	Pass.	Accounts and Cash.	Stocks.	Bonds.	Surplus Income.	Net.
2d Track and Sidings.										
Branch Line.										
Main Line.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.
Sept. 30, 1867	22.0	0.416,40	1	6	2	124	1,088	1,163,000	4,185,000	4,185,000
Jun. 30, 1868	14.0	8.0	14	6	2	124	1,073	1,122,246	915,000	418,711
Sept. 30, 1867	114.0	—	9.0	16	7	157	1,300	1,537,100	2,456,000	239,707
Oct. 31, 1867	108.0	—	9.0	16	7	157	1,774,824	1,049,166	1,049,166	
Jun. 30, 1867	123.0	12.0	48.0	12	10	302	1,600,000	4,000,000	3,680,825	68,365
Sept. 30, 1867	20.5	6.0	3.7	8	10	102	1,082,749	1,382,900	1,382,900	229,216
Jun. 30, 1867	23.0	—	1.8	—	—	101	1,082,749	1,382,900	1,382,900	50
Nov. 30, 1867	23.0	—	1.8	—	—	101	1,082,749	1,382,900	1,382,900	50
Jun. 30, 1868	84.7	8.9	17	6	7	86	1,386,336	1,989,931	1,989,931	100
Oct. 31, 1867	186.3	16.6	16	15	7	157	1,386,336	1,989,931	1,989,931	100
Dec. 31, 1867	186.3	16.6	16	15	7	157	1,386,336	1,989,931	1,989,931	100
May 31, 1867	94.9	—	7.5	9	6	62	1,082,749	1,382,900	1,382,900	100
Jun. 30, 1867	149.0	1.5	25.0	45.7	7	541	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1867	149.0	0.6	2	8	1	4.4	1,082,749	1,382,900	1,382,900	100
Jun. 30, 1867	21.2	—	1.7	—	—	101	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1867	21.2	—	1.7	—	—	101	1,082,749	1,382,900	1,382,900	100
Nov. 30, 1867	23.0	—	1.8	—	—	101	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1866	84.7	8.9	17	6	7	86	1,386,336	1,989,931	1,989,931	100
Oct. 31, 1867	186.3	16.6	16	15	7	157	1,386,336	1,989,931	1,989,931	100
Dec. 31, 1867	186.3	16.6	16	15	7	157	1,386,336	1,989,931	1,989,931	100
May 31, 1867	94.9	—	7.5	9	6	62	1,082,749	1,382,900	1,382,900	100
Jun. 30, 1867	149.0	1.5	25.0	45.7	7	541	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1867	149.0	0.6	2	8	1	4.4	1,082,749	1,382,900	1,382,900	100
Jun. 30, 1867	21.2	—	1.7	—	—	101	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1867	21.2	—	1.7	—	—	101	1,082,749	1,382,900	1,382,900	100
Nov. 30, 1867	23.0	—	1.8	—	—	101	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1866	84.7	8.9	17	6	7	86	1,386,336	1,989,931	1,989,931	100
Oct. 31, 1867	186.3	16.6	16	15	7	157	1,386,336	1,989,931	1,989,931	100
Dec. 31, 1867	186.3	16.6	16	15	7	157	1,386,336	1,989,931	1,989,931	100
May 31, 1867	94.9	—	7.5	9	6	62	1,082,749	1,382,900	1,382,900	100
Jun. 30, 1867	149.0	1.5	25.0	45.7	7	541	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1867	149.0	0.6	2	8	1	4.4	1,082,749	1,382,900	1,382,900	100
Jun. 30, 1867	21.2	—	1.7	—	—	101	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1867	21.2	—	1.7	—	—	101	1,082,749	1,382,900	1,382,900	100
Nov. 30, 1867	23.0	—	1.8	—	—	101	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1866	84.7	8.9	17	6	7	86	1,386,336	1,989,931	1,989,931	100
Oct. 31, 1867	186.3	16.6	16	15	7	157	1,386,336	1,989,931	1,989,931	100
Dec. 31, 1867	186.3	16.6	16	15	7	157	1,386,336	1,989,931	1,989,931	100
May 31, 1867	94.9	—	7.5	9	6	62	1,082,749	1,382,900	1,382,900	100
Jun. 30, 1867	149.0	1.5	25.0	45.7	7	541	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1867	149.0	0.6	2	8	1	4.4	1,082,749	1,382,900	1,382,900	100
Jun. 30, 1867	21.2	—	1.7	—	—	101	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1867	21.2	—	1.7	—	—	101	1,082,749	1,382,900	1,382,900	100
Nov. 30, 1867	23.0	—	1.8	—	—	101	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1866	84.7	8.9	17	6	7	86	1,386,336	1,989,931	1,989,931	100
Oct. 31, 1867	186.3	16.6	16	15	7	157	1,386,336	1,989,931	1,989,931	100
Dec. 31, 1867	186.3	16.6	16	15	7	157	1,386,336	1,989,931	1,989,931	100
May 31, 1867	94.9	—	7.5	9	6	62	1,082,749	1,382,900	1,382,900	100
Jun. 30, 1867	149.0	1.5	25.0	45.7	7	541	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1867	149.0	0.6	2	8	1	4.4	1,082,749	1,382,900	1,382,900	100
Jun. 30, 1867	21.2	—	1.7	—	—	101	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1867	21.2	—	1.7	—	—	101	1,082,749	1,382,900	1,382,900	100
Nov. 30, 1867	23.0	—	1.8	—	—	101	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1866	84.7	8.9	17	6	7	86	1,386,336	1,989,931	1,989,931	100
Oct. 31, 1867	186.3	16.6	16	15	7	157	1,386,336	1,989,931	1,989,931	100
Dec. 31, 1867	186.3	16.6	16	15	7	157	1,386,336	1,989,931	1,989,931	100
May 31, 1867	94.9	—	7.5	9	6	62	1,082,749	1,382,900	1,382,900	100
Jun. 30, 1867	149.0	1.5	25.0	45.7	7	541	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1867	149.0	0.6	2	8	1	4.4	1,082,749	1,382,900	1,382,900	100
Jun. 30, 1867	21.2	—	1.7	—	—	101	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1867	21.2	—	1.7	—	—	101	1,082,749	1,382,900	1,382,900	100
Nov. 30, 1867	23.0	—	1.8	—	—	101	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1866	84.7	8.9	17	6	7	86	1,386,336	1,989,931	1,989,931	100
Oct. 31, 1867	186.3	16.6	16	15	7	157	1,386,336	1,989,931	1,989,931	100
Dec. 31, 1867	186.3	16.6	16	15	7	157	1,386,336	1,989,931	1,989,931	100
May 31, 1867	94.9	—	7.5	9	6	62	1,082,749	1,382,900	1,382,900	100
Jun. 30, 1867	149.0	1.5	25.0	45.7	7	541	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1867	149.0	0.6	2	8	1	4.4	1,082,749	1,382,900	1,382,900	100
Jun. 30, 1867	21.2	—	1.7	—	—	101	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1867	21.2	—	1.7	—	—	101	1,082,749	1,382,900	1,382,900	100
Nov. 30, 1867	23.0	—	1.8	—	—	101	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1866	84.7	8.9	17	6	7	86	1,386,336	1,989,931	1,989,931	100
Oct. 31, 1867	186.3	16.6	16	15	7	157	1,386,336	1,989,931	1,989,931	100
Dec. 31, 1867	186.3	16.6	16	15	7	157	1,386,336	1,989,931	1,989,931	100
May 31, 1867	94.9	—	7.5	9	6	62	1,082,749	1,382,900	1,382,900	100
Jun. 30, 1867	149.0	1.5	25.0	45.7	7	541	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1867	149.0	0.6	2	8	1	4.4	1,082,749	1,382,900	1,382,900	100
Jun. 30, 1867	21.2	—	1.7	—	—	101	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1867	21.2	—	1.7	—	—	101	1,082,749	1,382,900	1,382,900	100
Nov. 30, 1867	23.0	—	1.8	—	—	101	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1866	84.7	8.9	17	6	7	86	1,386,336	1,989,931	1,989,931	100
Oct. 31, 1867	186.3	16.6	16	15	7	157	1,386,336	1,989,931	1,989,931	100
Dec. 31, 1867	186.3	16.6	16	15	7	157	1,386,336	1,989,931	1,989,931	100
May 31, 1867	94.9	—	7.5	9	6	62	1,082,749	1,382,900	1,382,900	100
Jun. 30, 1867	149.0	1.5	25.0	45.7	7	541	1,082,749	1,382,900	1,382,900	100
Sept. 30, 1867	149.0	0.6	2	8	1	4.4	1,082			



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

"Land Grants." Railroads are printed in *Italics*. Railroad grants are distinguished by a " $\square$ " in the column headed "Railroad Stock" occurring in the column headed "Rolling Stock" that covers the cost thereof is included in the total headed "Railroad." A dash (—) across the column signifies "nil," and running dots (----) signify "not ascertainable."

Abstract of General Balance Sheet.															
Property and Assets.					Liabilities, Capital, and Earnings.										
Market. Par.		Operations.			Carried one mth.		Earnings.								
Dividends.					Earnings.										
Net.					Earnings.										
Gross.					Earnings.										
Passen- gera.					Earnings.										
Freight.					Earnings.										
Tons.					Earnings.										
M.					Earnings.										
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## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1." 11

## Abstract of General Balance Sheet.

Railroad.	Property and Assets.			Operations.			Market- Par.	Dividends.	Value of Shares.			
	Companies.			Carried one mile.								
	Railroad.	Rolling Stock.	Assets.	Freight.	Passen- gers.	Net						
Years ending.	M.	M.	M.	M.	M.	M.	Dividends.	Dividends.	Value of Shares.			
Freight.	B. M. F.	Pass.	Engines.	Freight.	Pass.	Net	Dividends.	Dividends.	Value of Shares.			
Car.	M.	M.	M.	Car.	M.	M.	Dividends.	Dividends.	Value of Shares.			
2d Track and Sidings.												
Branch Line.	M.	M.	M.									
Main Line.	M.	M.	M.									
Dec. 31, 1867 910 200,000	22 20 13	242 27 2	27 4 2	Missouri	3,802,337	*	256,380	236,822	3,208,900			
July 31, 1867 106,102,900	106,102,900	200,000	200,000	Southwest Pacific	437,000	148,777	271,168	208,000	118,970			
Dec. 31, 1867 68,000	68,000	200,000	200,000	Springfield and Columbus	196,000	150,000	196,000	100,000	100,969			
Dec. 31, 1867 20,000	20,000	200,000	200,000	Ohio	600,000	200,000	600,000	100,000	100,000			
Sept. 30, 1867 13,000	13,000	200,000	200,000	Staten Island	600,000	200,000	600,000	100,000	100,000			
June 30, 1867 160,000	160,000	200,000	200,000	Steatorpe and Pittfield	600,000	200,000	600,000	100,000	100,000			
Nov. 30, 1867 8,000	8,000	200,000	200,000	Mass.	648,700	200,000	448,700	100,000	100,000			
Nov. 30, 1867 1,100	1,100	200,000	200,000	Massachusetts	207,385	200,000	207,385	100,000	100,000			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Pennsylvania	1,983,141	678,000	1,983,141	100,000	100,000			
Sept. 30, 1867 13,200	13,200	200,000	200,000	Stony Brook	2,100	200,000	2,100	100,000	100,000			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Stony Brook and Erie	2,100	200,000	2,100	100,000	100,000			
Sept. 30, 1867 810	810	200,000	200,000	Pennsylvania	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Sullivan and Erie	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 810	810	200,000	200,000	Seneca, Binghamton and N.Y.	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Tennessee and Pacific	243,079	124,136	1,314,130	1,721,514	36,906			
Nov. 30, 1867 186,132	186,132	200,000	200,000	Tennessee and Pacific	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Tennessee and Pacific	243,079	124,136	1,314,130	1,721,514	36,906			
Nov. 30, 1867 186,132	186,132	200,000	200,000	Tennessee and Pacific	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Tennessee and Pacific	243,079	124,136	1,314,130	1,721,514	36,906			
Oct. 31, 1867 23,000	23,000	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Nov. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Sept. 30, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136	1,314,130	1,721,514	36,906			
Dec. 31, 1867 186,132	186,132	200,000	200,000	Troy and Greenbush	243,079	124,136</td						

## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [—] "not ascertained."

## PASSENGER RAILROAD BONDS.

Fiscal year ending.	Completed: equipment	Length, m.	Equipment, m.	Cars, m.	Companies, No.	Cost of Road and Equipment, £.	Share Capital Paid in, £.	Indebtedness, £.	Earnings, £.	Dividends on paid capital, £.	Par Value, £.	Market Price, £.	Description.				Amount outstanding, £.	Interest Rate.	Payable.	Principal payable.	Maturity Date.					
													Bonded Debt, £.	Floating Debt, £.	Gross, £.	Net, £.	Per cent.									
30 Nov. '67	3.63	—	—	—	MASSACHUSETTS.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
30 Nov. '67	6.84	—	265	38	Boston and Chelsea	110,000	110,000	—	—	8,900	7,396	6.8	—	307	—	—	27,500	7	Per Month.	J. & J.	Year.	Per cent.				
30 Nov. '67	28.31	—	—	—	Broadway, Boston	402,468	325,000	64,336	187,427	29,460	9.5	62	—	—	—	—	—	—	—	—	—	—	—			
30 Nov. '67	3.99	—	48	8	Cambridge	877,394	727,800	150,000	94	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
30 Nov. '67	12.50	—	196	32	Lowell (Horse)	66,908	55,830	—	1,688	27,268	5,538	—	—	—	—	—	—	—	—	—	—	—	—			
0 Nov. '67	3.60	—	—	—	Lynn and Boston	289,426	200,000	50,000	48,984	164,987	loss.	10	—	—	—	—	—	—	—	—	—	—	—			
30 Nov. '67	—	—	—	—	Malden and Melrose	60,240	200,000	55,758	—	24,188	loss.	—	—	25	—	—	—	—	—	—	—	—	—			
30 Nov. '67	3.08	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
30 Nov. '67	42.99	—	791	166	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	50	25	—	—	—	—	—	—	—	—	—	—			
30 Nov. '67	7.21	—	254	42	Metropolitan (Boston)	1,523,223	1,250,000	—	182,198	726,709	129,635	10	68	—	—	—	—	—	—	—	—	—	—	—		
30 Nov. '67	3.25	—	23	7	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Nov. '67	2.13	—	6	2	North Woburn street	300,000	300,000	—	2,918	14,782	1,125	—	—	—	—	—	—	—	—	—	—	—	—			
30 Nov. '67	0.45	—	65	9	Quincy	186,840	71,000	65,424	57,592	25,226	loss.	—	—	—	—	—	—	—	—	—	—	—	—			
30 Nov. '67	7.10	—	50	17	Salem and South Danvers	196,317	150,000	82,400	6,268	36,687	loss.	—	—	—	—	—	—	—	—	—	—	—	—			
30 Nov. '67	3.74	—	251	3	Somerville	75,000	50,000	—	—	4,500	4,500	6	39	—	—	—	—	—	—	—	—	—	—			
30 Nov. '67	6.84	—	440	68	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—	—	—	—	—	—	—	—	—	—			
30 Nov. '67	2.76	—	—	—	Suburban	95,000	5,000	(In Mal. & Melrose.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
30 Nov. '67	4.06	—	44	9	Worcester	303,870	200,000	24,000	117,842	368,561	13,015	6	83	—	—	—	—	—	—	—	—	—	—	—		
31 Jan. '68	3.0	3.0	45	7	Fairhaven and Westville	106,000	100,000	—	—	—	—	8	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '67	8.5	—	11	3	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '67	7.37	—	87	6	Albany	139,414	98,000	40,000	—	71,961	15,973	100	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '67	22.00	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,643	100	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '67	19.70	—	37	—	Broadway (Brooklyn)	260,561	200,000	35,000	10,018	28,734	8	100	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '67	16.01	—	103	—	Broadway & 7th Ave., N. Y.	508,318	210,000	150,000	—	687,433	263,214	34	100	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '67	8.00	—	17	—	Brooklyn, Bath & Coney Is'd	166,268	99,350	80,000	85,172	27,263	8,994	100	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '67	70.00	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131,199	195,907	12	100	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '67	11.30	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	100	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '67	7.12	—	14	—	Brooklyn City & Rock. B'ch	125,586	107,700	45,000	—	15,085	6,552	100	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '67	21.40	—	57	22	Brooklyn Central & Jamaica	965,783	488,100	498,810	47,303	192,290	9,470	100	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '67	8.15	—	—	—	Buffalo Street	184,357	50,000	50,000	103,500	70,688	21,455	100	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '67	1.76	—	29	130	Central City (Syracuse)	209,130	21,130	6,000	1,400	17,574	4,786	84	100	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '67	24.00	—	121	14	Cent'l Pk. N & E Riv. (N. Y.)	1,526,963	1,031,500	550,000	54,827	631,918	16,285	100	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '67	14.82	—	201	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,127	118,307	228	100	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '67	22.69	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,582	89,310	5	100	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '67	18.00	—	162	—	Eight Avenue	1,420,972	1,000,000	203,000	—	192,574	139,095	12	100	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep. '67	10.24	—	42	10	42d st. & Grand st. Ferry	1,041,204	748,000	260,000	5,000	300,969	94,714	5	100	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep. '67	5.50	—	—	—	Grand st. & Newtown (W'g)	172,000	170,000	38,000	5,000	74,420	18,763	94	100	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep. '67	3.00	—	42	194	Genesee & Water (Syr.)	42,194	42,500	—	—	8,765	419	100	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep. '67	6.36	—	—	—	Greenpoint & Williamsburg	144,000	44,300	100,600	3,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep. '67	10.00	—	21	3	Harlem Br. Morla's & Ford'm	227,400	96,000	124,000	—	78,600	4,578	100	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep. '67	3.56	—	267	40	Kingston and Rondout	78,510	75,000	—	—	27,600	1,520	100	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep. '67	7.00	—	17	—	Metropolitan (Brooklyn)	361,500	184,000	4,000	24,961	4,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep. '67	12.20	—	38	—	Ninth Avenue	466,295	79,320	167,000	—	92,671	16,581	100	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep. '67	6.76	—	118,000	40,000	Niagara street (Buffalo)	118,000	40,000	1,247	66,670	3,345	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep. '67	10.00	—	41	—	Rochester City & Brighton	236,061	183,400	13,000	48,259	1,501	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep. '67	16.00	—	141,512	50,000	Second Avenue (N. Y.)	141,512	100,000	20,000	137,800	48,945	9,470	100	46	46	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '67	8.37	—	81	21	Sixth Avenue (N. Y.)	151,214	75,000	186,000	—	563,166	73,564	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '67	5.33	—	82	1	Skanateles	88,878	67,780</																			

## PREFERRED &amp; GUARANTEED STOCKS.

(Marked with an asterisk (\*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds.	Rate.	Paid.	Market Price.
<b>RAILROAD STOCKS:</b>					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...		
Atlantic and St. Lawrence* guar.	2,494,000	4	4		
Baltimore and Ohio, pref.	3,000,000	6	6		
Berkshire, * guaranteed.	600,000	7	7		
Blossburg and Corning, * guar.	250,000	5	5		
Boston, Concord and Montreal, pref.	1,340,000	6	6		
Buffalo, N. Y. and Erie,* guar.	950,000	7	7		
Camden and Atlantic, pref.	600,000	7	44		
Catawissa,* pref. and guar.	2,200,000	7	7	70	
Cayuga and Susquehanna,* guar.	589,110	...	9		
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7		
Central Ohio, preferred.	400,000	7	7		
Chemung,* guar.	880,000	8	6		
Cheshire, preferred.	2,017,815	7	3	71	
Chicago and Alton, pref.	2,425,400	7	10	160	
Chicago, Iowa and Nebraska,* guar.	2,600,000	10	10		
Chicago and Northwestern, pref.	16,356,287	7	108	97	
Cleveland and Mahoning,* guar.	2,055,000	7	7		
Cleveland and Toledo,* guar.	6,250,000	34	34		
Cochecho, preferred.	177,750	8	34		
Connecticut and Passumpsic Rivers,* preferred.	1,822,100	6	6	87	
Cumberland Valley, 1st pref.	241,900	8	8	114	
" " 2d pref.	242,000	8	8		
Delaware,* guaranteed.	594,261	6	6		
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	6		
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	101	
Dubuque Southwestern, pref.	330,308	7	7		
Eastern (N. H.)* guaranteed.	492,500	8	8		
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5		
Elmira and Williamsport,* guar.	500,000	5	5		
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	80	
Erie, preferred.	8,586,910	7	7		
Hannibal and St. Joseph, pref.	5,253,836	...	112		
Harrisburg and Lancaster,* guar.	1,182,550	7	7		
Houston, preferred.	1,180,000	8	4	64	
Huntington & Broad Top Mountain, preferred.	190,750	7	34		
Joliet and Chicago,* guar.	1,500,000	7	7		
Joliet and Northern Indiana,* guar.	300,000	8	8		
Lackawanna and Bloomsburg, pref.	500,000	7	5		
Leeds and Farmington,* guar.	2,646,100	7	7		
Little Schuylkill,* guar.	211,122	9	9		
Louisville, Cincinnati and Lexington, preferred.	5,586,135	6	22		
Marietta and Cincinnati, 1st pref.	4,051,744	6	84		
" " 2d pref.	1,000,000	0			
Manchester and Lawrence.	323,375	10	10		
Michigan Southern, guaranteed.	586,800	10			
Mill Creek and Mine Hill,* guar.	3,214,250	8	105		
Milwaukee and P. du Chien, 1st pref.	1,014,000	7	7		
" " 2d pref.	8,060,892	7	86		
Milwaukee and St. Paul, preferred.	3,775,000	8	8		
Mine Hill and Schuylkill Haven,* guaranteed.	282,250	12	12		
Mount Carbon & Pt. Carbon,* guar.	1,344,000	8	8		
New Haven and Northampton.	1,500,000	8	120		
New York and Harlem, pref.	1,000,000	6	6		
North Eastern (S. C.) preferred.	185,000	8	8		
Ogdensburg and L Champlain, pref.	1,037,000	8	102		
Ohio and Mississippi, pref.	3,500,000	7	7	76	
Paterson and Hudson,* guar.	630,000	8	8		
Paterson and Ramapo,* guar.	248,000	5	5		
Peoria and Bureau Valley,* guar.	1,200,000	6	6		
Philadelphia and Erie,*	5,996,700	...			
Philadelphia and Reading, pref.	1,551,800	10			
Philadelphia and Trenton,* guar.	1,099,120	10			
Pittsfield and North Adams,* guar.	450,000	6	6		
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6		
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6		
Portsmouth and Concord,*	350,000	7	7		
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7		
Rochester and Genesee Valley*.	557,560	7	7		
Rutland, preferred.	2,040,000	7	7	67	
St. Louis, Alton and T. H., pref.	445,596	6	374		
Sandusky and Cincinnati, pref.	576,050	5	5		
Schuylkill Valley,* guar.	869,450	5	5		
Shamokin Valley & Pottsville,* guar.	1,300,000	7	5		
Tol., Peoria & Warsaw (W. D.) pref.	1,700,000	7	7		
" " " (E. D.) pref.	1,000,000	7	7	82	
Toledo, Wabash and Western, pref.	274,000	7	7		
Troy and Greenbush,* guar.	2,500,000	8	8		
Vermont and Canada,* guar.	1,408,300	7	7		
Warren,* guar.	200,000	5	5		
White Mountains,* guar.	317,050	...	2		
Wrightsv., York & Gettysburg,* pref.	5,774,400	7	7	44	
<b>CANAL STOCKS:</b>					
Delaware Division,* guar.	1,633,350	8	8		
Morris, preferred.	1,175,000	10	65		
Schuylkill Navigation, pref.	2,888,997	6	6		
Union, preferred.	...	6	...		
<b>MISCELLANEOUS STOCKS:</b>					
Cumberland Coal, pref.	...	6	36		
Mariposa Mining, pref.	5,774,400	7	7	44	

## WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 14 cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, \$9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....per ton 41 — @ 45 —

Pig, American, No. 1 (good to best).....40 — @ 42 —

Pig, American, No. 2.....38 — @ 40 —

Pig, American, Forge.....37 — @ 38 —

Bar, Refined, English and American.....85 — @ 90 —

Bar, Swedes, assorted sizes.....(gold) 82 50 — @ 87 50

STORE PRICES.

Bar, Swedes, ordinary sizes.....— @ 140 —

Bar, English and American, Refined.....— @ 92 50 —

Bar, English and American, Common.....— @ 87 50 —

Scroll.....120 — @ 150 —

Ovals and Half-round.....117 50 — @ 142 50 —

Band.....117 50 — @ —

Horse Shoe.....117 50 — @ —

Rods, 12@16 inch.....97 50 — @ 155 —

Hoop.....125 — @ 180 —

Nail Rod.....per lb. — 8@ — 94 —

Sheet, Russia, assorted No.'s.....(gold) — 11@ — 13 —

Sheet, Single D. and T. Common.....5@ — 6@ —

Rails, English.....(gold).....per ton. — 55 —

Rail, American.....— @ 76 —

Avans, Eagle.....per lb. — 9@ —

English, Cast, (2d and 1st quality). per lb. — 18 @ — 22 —

English Spring (2d and 1st quality).....9 @ — 11@ —

English Blister (2d and 1st quality).....11@ — 19 —

English Machinery.....12@ — 15 —

English German (2d and 1st quality).....14 @ — 16 —

American Blister "Black Diamond".....10@ — 16 —

American, Cast, Tool, do.....19 @ —

American, Spring, do.....10 @ — 13 —

American Machinery do.....10 @ — 13 —

American German do.....10 @ — 13 —

COPPER—DUTY: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

All Cash.

Bolts.....— @ — 33 —

Braziers'.....— @ — 35 —

Nails.....40 @ — 44 —

Sheathing, &c., Old.....22 @ — 23 —

Sheathing, Yellow Metal.....— @ — 27 —

Bolts, Yellow Metal.....— @ — 27 —

American Ingots.....— @ — 27 —

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca.....(gold) per lb. — 35@ — 36 —

Straits.....(gold) — 33@ — 33 —

English.....(gold) — 31@ — 31 —

Plates—Fair to good brands. — Gold.....— Currency.

L. C. Charcoal.....per box. 8 62@ — 8 75 — 12 25 —

I. C. Coke.....7 — 7 50 — 9 50 — 10 25 —

Coke Terne.....6 12@ — 6 25 — 9 —

Charcoal Terne.....8 — 8 50 — 11 — 11 62 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk). per gall. — 17@ —

Crude, 40 @ 47 gravity (in shipping order) — 21 @ — 22 —

Refined, in bond, prime L. S. to W. (110 @ 115 test).....— @ — 31 —

Refined, Standard White (in ship'g order). — @ — 33 —

Refined, prime White (in shipping order). — @ — 34 —

Refined, S. W. (in merchantable order).....32@ — 32 —

Naphtha, Refined, (60 @ 63 gravity).....9 @ — 9@ —

Residuum.....per bbl. — 6 @ 25 —

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2½; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.

6 by 8 to 7 by 9.....per foot. 7 75 — 6 —

8 by 10 to 16 by 15.....8 25 — 6 @ 50 —

11 by 14 to 12 by 18.....9 75 — 7 —

18 by 22 to 18 by 30.....10 50 — 7 50 —

20 by 30 to 24 by 30.....15 — @ 9 —

24 by 31 to 24 by 36.....15 50 — @ 10 —

26 by 36 to 30 by 44.....17 50 — @ 12 50 —

30 by 40 to 36 by 48.....20 — @ 13 50 —

36 by 48 to 32 by 56.....22 — @ 14 50 —

32 by 50 to 32 by 56.....22 — @ 14 50 —

Above.....25 — @ 18 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, March 11th.)

6 by 8 to 8 by 10.....per 50 feet. 8 50 — 6 25 —

8 by 11 to 10 by 15.....9 — @ 6 75 —

11 by 14 to 12 by 18.....10 — @ 7 50 —

13 by 18 to 16 by 24.....11 — @ 8 —

18 by 22 to 18 by 30.....13 50 — @ 9 —

20 by 30 to 24 by 30.....16 50 — @ 10 —

24 by 32 to 24 by 36.....18 — @ 12 —

25 by 36 to 28 by 40.....20 — @ 16 —

28 by 40 to 30 by 48.....22 — @ 18 —

30 by 50 to 52 by 56.....24 — @ 20 —

32 by 56 to 34 by 60.....27 — @ 23 —

(Subject to a discount of 45@50 per cent.)

English sells at 35 per cent. off the above rates.

## New York Stock Exchange.

Actual Sale Prices for the week ending April 21.

Th. 15. F. 16. Sat. 17. M. 18. Tu. 20. W. 21.

Boston, Hartford & Erie.....

California 7s (gold).....63 63 63 63 63 63

Canton Co. .... 62 62 62 62 62 62

Central of N. Jersey.....112 112 112 112 112 112

Chicago & Alton.....152 152 152 152 152 152

... pref. ....

... 1 M. ....

... S. F. ....

... Inc. bds. ....

New York Stock Exchange.

Actual Sale Prices for the week ending April 21.

Th.15. F.16. Sat.18. M.19. Tu.20. W.21

Federal Stocks:-

U. S. 5s, 1871, reg.	105	106	106	106	106
U. S. 5s, 1871, coup.	105	106	106	106	106
U. S. 5s, 1874, reg.	105	106	106	106	106
U. S. 5s, 1874, coup.	105	106	106	106	106
U. S. 5s, 10-40s, coup.	105	106	106	106	106
U. S. 5s, 10-40s, reg.	105	106	106	106	106
U. S. 6s, 1881, reg.	115	117	117	116	117
U. S. 6s, 1881, coup.	115	117	117	116	117
U. S. 6s, '81, O.W.L.y.	115	117	117	116	117
U. S. 6s, 1881, ..	115	117	117	116	117
U. S. 6s, 5-20s, reg. '62.110	120	121	120	121	121
U. S. 6s, 5-20s, c. 1862.120	120	121	120	121	121
U. S. 6s, 5-20s, reg. '64	115	117	117	116	117
U. S. 6s, 5-20s, c. 1864.114	115	117	116	115	116
U. S. 6s, 5-20s, reg. '65.110	110	112	111	110	111
U. S. 6s, 5-20s, c. 1865.118	118	117	117	116	117
U. S. 6s, 5-20s, r. n. '65	115	117	117	116	117
U. S. 6s, 5-20s, c. n. '65.114	115	117	116	115	116
U. S. 6s, 5-20s, reg. '67.114	115	117	116	115	116
U. S. 6s, 5-20s, reg. '68.114	115	117	116	115	116
U. S. 6s, 5-20s, reg. '68	115	117	116	115	116
U. S. 6s, Pac.R.R. issue 104	104	104	105	104	105

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 20.

W.14.Th.15. F.16. Sat.17.M.19.Tu.20

Catawissa

.. preferred	34	35	35	35	35
Camden and Amboy	124	124	124	124	124
.. 6s, 1870	124	124	124	124	124
.. 6s, 1875	124	124	124	124	124
.. 6s, 1883	86	86	86	86	86
.. 6s, 1889	86	86	86	86	86
.. mort. 6s, '89	95	95	95	95	95

Elmira & Williamsport

.. pref.	75	75	75	75	75
Lehigh Navigation	32	32	33	33	33

Lehigh Navigation

.. 6s, 1884	32	32	33	33	33
.. Gold L.	94	94	94	94	94
.. R. R. L.	86	86	86	86	86
Lehigh Valley R. R.	55	55	55	55	55
.. 6s new coup.	94	94	94	94	94
.. 6s new reg.	75	75	75	75	75

Little Schuylkill R. R.

.. 43	43	43	43	43	43
Minehill	84	84	84	84	84

Morris Canal

.. pref.	65	65	65	65	65
.. 6s, 1876	34	34	35	35	35
North Pennsylvania	34	34	35	35	35
.. 6s, 1880	88	88	89	89	89
.. 75	88	88	89	89	89
.. 10s, 1887	88	88	89	89	89

Northern Central

.. 48	48	48	48	48	48
Pennsylvania R. R.	59	59	59	59	59
.. 1st M.	99	99	99	99	99
.. 2d M.	95	95	95	95	95
Penn. State, 6s, 1st series	103	103	103	103	103
.. 6s, 2d series	105	105	105	105	105
.. 6s, 3d series	106	106	106	106	106
.. 6s, W. L.	100	101	101	101	101

Philadelphia City

.. new	101	101	101	101	101
Phila. Germ. & Nor.	67	67	67	67	67
Phila. & Reading	46	47	47	47	47
.. 75, 1885	47	47	47	47	47

Philadelphia and Erie

.. 28	28	28	28	28	28
.. 75	75	75	75	75	75
Schuylkill Navigation	62	64	64	64	64
.. pref.	62	64	64	64	64
.. 6s, 1882	62	64	64	64	64
.. 6s, 1876	62	64	64	64	64
.. 6s, 1872	62	64	64	64	64

Susq. Canal

.. 6s, 1878	98	98	98	98	98
Huntington, (Horse)	12	13	13	13	13
Chestnut & Wal.	38	38	38	38	38
Green & Coates	38	38	38	38	38
2d and 3d streets	38	38	38	38	38
Spruce and Pine	38	38	38	38	38
13th and 15th sts.	38	38	38	38	38

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 20.

W.14.Th.15.F.16.Sat.17.M.19.Tu.20

Baltimore City 6s, 1875	91	91	91	91	91
.. 1886	92	92	92	92	92
.. 1890	92	92	92	92	92
.. 1893	92	92	92	92	92
Balt and Ohio	118	119	119	119	119
.. bonds, 1875	91	91	91	91	91
.. 1880	91	91	91	91	91
Marietta & Cin. 1st M.	90	90	90	90	90
.. 2d M.	73	73	73	73	73
Northern Central	48	48	48	48	48
.. bonds, 1885	84	84	84	84	84
.. 1900	84	84	84	84	84

N. W. Va. 1st mort.

.. 2d mort.	93	93	93	93	93
.. 3d mort.	85	85	85	85	85
City Passenger R. R.	18	18	18	18	18

Boston Stock Exchange.

Actual Sale Prices for the week ending April 21.

Th.15.F.16.Sat.17.M.19.Tu.20.W.21

Boston and Albany

Boston and Albany	149	148	149	148	149
Boston and Lowell	138	138	138	138	138
Boston and Providence	131	131	131	131	131
Boston, Hartford & Erie 23	23	23	23	23	23
Cheshire, pref.	71	71	71	71	71

Concord

Concord	131	131	131	131	131
Connecticut River	131	131	131	131	131
Fitchburg	133	133	133	133	133
Manchester & Lawrence	132	132	132	132	132
Michigan Central	121	121	121	121	121

Northern, N. H.

Northern, N. H.	117	117	117	117	117
Ogdens & Lake Champlain	69	69	69	69	69
.. pref.	102	102	102	102	102
Old Colony & Newport	94	94	94	94	94
Ph. Wil. & Baltimore	51	51	51	51	51

Portl'd, Sac

ducted the currency returned, including worn out notes, amounting to \$14,301,951, leaving, with the existing 1,626 banks, (having an aggregate capital of \$418,858,931,) an actual circulation at this date, of \$299,800,735. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,698,800; and for the public deposits, \$80,558,350—making a total of \$373,252,150. The Treasury Department last week redeemed and destroyed \$500,000 of worn and mutilated fractional currency, and issued \$408,150 of new. The outstanding amount of fractional currency on the 1st of April, 1869, was \$36,719,912, against \$36,781,548 on March 1, 1869, \$35,511,127 on Feb. 1, and \$34,216,716 on the 1st of January.

The U. S. Sub-Treasury receipts, week ending with April 18, were \$5,610,469, including \$2,391,842 from customs duties; payments, \$5,873,388, including \$655,084 of coin interest; balance at the close of the week, \$89,972,277, against \$89,735,196, at the close of the preceding week, showing an increase of \$237,081. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, \$2,778,931, including \$413,307 from customs; payments, \$4,023,748, including \$454,868 of coin interest. On Tuesday, receipts, \$1,462,843, including \$482,000 from customs and payments \$1,558,421, including \$222,516 of coin interest. The balance at the close of business on Tuesday stood at \$88,631,886, against \$89,857,966 a week previous; and \$87,611,800 on March 31, 1869. The aggregate receipts of the office in March were \$40,051,881, including \$18,241,405 from customs, aggregate payments, \$40,897,476, including \$8,698,881 of coin interest.

The outstanding amount of coin certificates on the 1st of April was \$21,672,500 against \$28,775,560, March 1; \$32,659,520 on Feb. 1, and \$27,086,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$418,000, and retired \$2,272,842 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during March, reached \$1,798,180.

Government revenues keep up to a fair average yield. In a few weeks the excises will be augmented by the payment of May taxes. The excises, last week, yielded about four millions; customs at the port of New York, \$2,891,842 and at the outports about \$800,000 (in coin) more, making the grand total income for the week equal to about \$8,809,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were \$191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 122 millions, according to the latest Washington advices.

Gold has been decidedly brisker, the speculative demand having been quite spirited, under the various war rumors and the derangement of our exchanges, which are again working against us. The range of the week has been from 132 1/2@134 1/2, and the closing quotation on Wednesday was 134 1/2. The export inquiry has been very light, that from importers for custom house purposes has been less active. On the other hand, imports of foreign specie to the amount of \$2,420,737 have been reported, during the week,

making the total imports, since Jan. 1, \$7,187,686, against \$2,580,164 same week last year. The *Weser* on Monday brought hitherto equal to \$86,000 in foreign specie, and the *City of Antwerp* on Tuesday equal to \$100,000. The *Alaska* arrived at this port on Wednesday from Aspinwall with a treasure freight of \$532,086.

The Gold Exchange Bank clearances on Wednesday, were \$41,092,000, and the resulting balances \$1,622,798 in coin, and \$3,127,504 in currency.

The average amounts of the Gold Exchange Bank loans and discounts last week was \$1,107,821, average amount of specie \$419,738, average amount of deposits \$912,671.

The customs demand for Gold last week, averaged \$398,641 a day; thus far, this week, it has averaged \$450,500 a day, or equal to a weekly aggregate of \$2,703,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$2,420,737, and since Jan. 1, \$7,187,686, against \$2,589,164 same time in 1868. The receipts from California, last week, were \$532,086. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was \$101,258,005, against \$91,437,202 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to Mar., 16th 1869, \$1,543,675, against \$1,728,595 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been \$17,330,429, against \$27,124,299 same time in fiscal year 1867-'68, showing a decrease in the current fiscal year, of \$9,794,570. The exports of specie, from this port, last week, were \$68,575, against \$1,625,498 same week last year; total, since July 1, 1868, \$31,524,940, against \$46,075,185 in 1867-'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$655,084; since July 1, 1868, \$68,046,720, against \$54,572,162 same time in 1867-'68. The specie exports from San Francisco, from Jan. 1, to March 16, 1869, were \$8,880,392, against \$7,490,417 same time in 1868.

Foreign Exchange has been less freely offered and has been in more request at advanced prices. Bankers' prime sixty day bills on London closed on Wednesday at 108 1/2@108 1/2, and on Paris to 5.21 1/2@5.20; sight bills on London to 108 1/2@109 1/2, and on Paris to 5.18 1/2@5.17 1/2. The offering of produce bills has been fair this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,689,819, against \$4,111,405 same week last year; total, since July 1, 1868, \$181,021,479, against \$146,610,140 same time in preceding fiscal year of 1867-'68.

Government securities have been in very moderate supply, and have been quite freely sought after, chiefly by local buyers, at an average advance of 3/4@1 per cent. The main inquiry has been for the 1862, 1865 and 1867 Five-twenties, and for the U. S. Currency Sixes, issued in aid of the several Pacific Railroad enterprises. There has been likewise a good call for the Ten-forty coupon bonds. The general market closed firmly on Wednesday, on the basis of our revised quotations.

U. S. sixes of 1861 closed here on Wednesday at 117 1/2@117 1/2; U. S. Five-twenties of 1862, 121@121 1/2; U. S. Five-twenties of 1864, at

116 1/2@116 1/2; U. S. Five-twenties of 1865 at 118@118 1/2; U. S. Five-twenties of 1865, consolidated, 115 1/2@115 1/2; U. S. Five-twenties of 1867, 115 1/2@115 1/2; U. S. Five-twenties of 1868, 115 1/2@115 1/2; U. S. Ten-forties at 106 1/2@106 1/2; U. S. Six per cent. currency bonds, 104 1/2@104 1/2.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 7.	April 14.	April 21.
Consols .....	93 1/2	93 3/8	93 1/4
U. S. 5-20's of 1862 .....	83 5/8	84	*80 5/8
Erie .....	24 1/2	24	23
Ill. Central .....	96 3/4	96 3/4	98 1/2
Atl. and Gt. Western. ....	30 1/2	30 1/2	....

\* Ex May Coupon.

Railway and miscellaneous stocks have been decidedly more active at a further notable improvement in prices, closing strong and buoyant.

There has been a moderate business reported in nearly all kinds of domestic produce, including Cotton and Breadstuffs at generally easier rates, and provisions at buoyant prices. Middling upland cotton closed heavily on Wednesday at 28 1/2@28 3/4 cts. per lb. The stock of cotton now here is estimated at about 102,500 bales. The receipts at the port this week, have averaged about 1,400 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,994,000 bales, against 2,018,500 bales same time in 1867-'8; exports, same time 1,109,000 bales, against 1,315,000 bales same time in 1867-'8; stock on hand at latest dates, 352,500 bales, against 254,000 bales same date 1868. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 8,380 pkgs., against 8,298 pkgs., same time last year. From Boston, 3,322 pkgs., against 4,360 pkgs. same time in 1868. At the Live Stock markets, this week, Beesves have been quiet and heavy at from 10@17c. per lb.; week's receipts, 6,147. Milch cows dull at \$40@\$124 each, receipts, 65. Veal calves in less request and easier, at from 8@12c. per lb.; receipts, 1,266. Sheep and lambs moderately inquired for at from 5 1/2@10c. per lb., as extremes; receipts, 20,185. Swine fairly active, but close lower at from 10 1/2@11 1/2c. per lb., all live weight; receipts, 18,780. Foreign merchandise has been in less request and less buoyant. The total imports of foreign dry goods, last week, were \$2,263,406, and the total amount marketed \$2,253,597. The value of foreign merchandise imported last week, was \$5,294,761—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$7,558,167, against \$4,660,449 same week last year; total since July 1, 1868, \$223,016,462, against \$190,103,457 in 1867-'8. The freight market has been moderately active, closing steadily. For Liverpool we quote flour at 1s. 3d. by sail, and 1s. 6d. by steamer, per bbl.; grain at 2d. by sail, and 2 1/2d. @ 3d. by steamer, per bushel; cotton at 1 1/2d. by sail, and 1 1/2d. by steamer, per lb.; and heavy goods 10s. @ 25s. by sail, and 10s. @ 30s. by steamer, per ton. Total number of vessels in port on Wednesday, 571.

The New York exports, exclusive of specie, for the week ending April 20, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week.....	\$4,111,405	\$3,689,819
Prev. reported.....	50,208,027	44,599,494

Since January 1..... \$54,319,432 \$48,289,818

The imports for the week ending April 17, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods.....	\$1,261,409	\$2,263,406
Gen. merchandise.....	3,399,049	5,294,761
Total for the week.....	\$4,660,458	\$7,558,167
Previously reported.....	65,850,660	85,350,177

Since January 1..... \$70,511,118 \$92,908,844

The balance in the Sub-Treasury on Wednesday was \$89,049,960.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:

**New York.**—Dubuque and Sioux City, 116; do., 1st mort., 90; Toledo, Wabash and Western consol. bonds, 82; New Jersey Central 1st mort., 99½; do., new bonds, 98; Milwaukee and St. Paul 1st mort., Iowa Division, 88; Chicago and Milwaukee 1st mort., 89; Great Western 1st mort. 1888, 88; New York and New Haven, 120; do., 6s, 94; Memphis and Ohio sterling 8s, 72½; Hartford and New Haven R. R., 200; New York State 7s, Bounty Loan, 109½; Connecticut 6s, 100½; Georgia 6s, 81½; do., 7s, 95; Ohio 6s, 1875, 101; Rhode Island 6s, 100½; Louisiana 6s, 74; do., 8s, Levee bonds, 86½; Brooklyn 6s, Water Loan, 95; Western Union Telegraph, 48; do., 7s, 88; Boston Water Power, 17½; Central Coal, 62½; American Coal, 40; Spring Mt. Coal, 44; Am. Mer. Union Exp., 42; U. S. Exp., 67; Adams' Exp. Co., 62½; Wells-Fargo Exp., 83%; Merchants' Union Exp., 15½; Brunswick City Land, 9.25; Bennehoff Run oil, 0.45; Consolidated Gregory Gold, 3.75; Central petroleum, 0.88; Grass Valley, 0.50; Home Company oil, 9.50; Liberty, 0.08; La Crosse Gold, 0.25; Montana Gold, 0.37; N. Y. and Eldorado, 0.40; Quartz Hill Gold, 1.65; Rathbone oil, 0.45; Rocky Mt., 0.14; Smith and Parmalee Gold, 2.90; United States oil, 1.50.

**Philadelphia.**—Allegheny County 5s, 75; Connecting R. R., bonds, 87; Huntingdon and Broad Top Mt. 1st mort., 75; Phila. and Reading bonds, 1844-80, 90; do., 6s, 1870, 96½; do., 6s, 1886, 94½; Belvidere Delaware 2d mort., 82; do., 3d mort., 80; West Penna. bonds, guar., 80; Tioga R. R. bonds, 95; West Jersey R. R., 60½; do., 6s, 90; Germantown Passenger R. R., 29½; Morris Canal scrip, 67½; New Creek Coal, ½; Big Mt. Coal, 5½; Shamokin Coal, 5½; N. Y. and Middle Coal Fields, 4½; Ocean Oil, ½. The latest quotations are: City 6s, 98@98½; do., free of tax, 101½@101½; State 5s, reg., —@—; do., coupon, 98@93; do., 6s, W. L., 101@101½; do., 1st series, 103@103½; do., 2d series, 105@105½; do., 3d series, 106½@106½; Reading, 48½@48½; do., 7s, 1893, 104@104; do., 6s, 1880, 90@90½; Camden and Amboy, 124½@125; do., mort. 6s, 1888, 95@95½; do., 1888, 86½@86½; Penn. R. R., 59½@60; do., 1st mort., 90@99½; do., 2d mort., 94½@95; Little Schuylkill R. R., 42½@43½; Morris Canal, 30@31; do., pref., 65@67; do., bonds, 85@86; Susquehanna Canal, 18@18; do., 6s, 56½@56½; Sch. Nav., 8@9; do., pref., 18½@19; do., 6s, 1882, 65½@—; Delaware

Div. Canal, 47@48; do., bonds, 80@85; Elmira and Williamsport, 30@32; do., pref., 40@40½; do., 7s, 1878, 89½@90½; do., 5s, 59@60; Lehigh Coal and Navigation, 33½@33½; do., 6s, 1884, 83½@83½; do., R.R., Loan, 86@86½; do., Gold Loan, 94½@94½; North Pennsylvania, 34½@35; do., 6s, 88½@89½; do., Chatte 10s, 108@109; Philadelphia and Erie, 28½@28½; do., 6s, 85@85½; Minehill, 54½@54½; Catawissa, 10½@—; do., pref., 34½@35; Lehigh Valley, 55½@55½; do., 6s, new, 93½@94; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 43@44; West Philadelphia, 60@61; Spruce and Pine, 26@30; Green and Coates, 38@39; Chestnut and Walnut, 45½@46½; Thirteenth and Fifteenth, 17½@19; Girard College, 27@30; Tenth and Eleventh, 70@70½; Union, 40@43; Hestonville, 13@13½.

**Boston.**—Vermont Central 1st mort., 77½; Eastern R. R. 6s, 1885, 93½; do., 1874, 95½; Old Colony and Newport 6s, 1876, 94; do., 7s, 1877, 101½; Lake Superior and Mississippi R. R. 7s, 1896, 96; Burlington and Missouri River Land Grant 7s, 86½; Union Pacific R. R. 6s, 87½; Boston, Hartford and Erie scrip, 50; Summit Branch R. R., 21½; Conn. and Pass. Rivers R. R., pref., 87½; Indianapolis and Cincinnati R. R., 18; Rutland R. R., 33½; Cape Cod R. R., 65½; Taunton Branch, 110; Pittsfield and North Adams R. R., 75; Short Mt. Coal, 11½; Boston Water Power Co., 17; Cary Imp., 8½; Ophir (N. S.) gold, 30c.; Rhode Island 6s, 99½; New Hampshire 6s, 1870, 99½; Maine 6s, 1880, 99½; Massachusetts 6s, 1874, gold, 115; do., 5s, 1888, gold, 108½; do., 1893, gold, 108½; do., 1894, gold, 108; do., 6s, 5-20s, currency, 101½; Boston 6s, 1874, endorsed, 100½; do., 1876, currency, 101; do., 5s, 1886, gold, 105½; do., 1874, gold, 107; do., endorsed, 105; Bath 6s, 1898, 91½; Chicago 7s, 97½; St. Paul 6s, 1889, 75; Brunswick, Me., 6s, 1870, 99½; Portland 6s, 1887, 91½; Charleston 6s, 1889, 100; Bangor 6s, 1894, 93½; Lynn 5s, 1882, 86½; Salem 6s, 1888, 99½; Allouez Mining Co., 4½; Concord, 1½; Canada, 55c.; Humboldt, 70c.; Hancock, 5½; Ridge, 5.

**Baltimore.**—Virginia 6s, old, reg., 49½; do., 1866, reg., 53; do., 1867, reg., 50½; Maryland Defense Loan, 99½; Memphis City 6s, 51½; Orange, Alex. and Manassass bonds, 74; Western Maryland 2d mort. pref., 48½; Richmond and Danville bonds, 73½; Central Ohio R. R., 31½; Parkersburg R. R., 24. The latest quotations are: Balt. and Ohio, 114@115; do., 6s, 1875, 91@91½; do., 1880, 90@91½; do., 1885, 93½@93½; Northern Central, 48½@48½; do., bonds, 1885, 84@84½; do., 1900, 83@83%; Parkersburg Branch, 23@24½; N. W. Va. 1st mort., 93@93½; do., 2d mort., 88@90; do., 3d mort., 1873, 83@85; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 87½@88; do., 2d mort., 72½@73; Central Ohio, 31@32; do., 1st mort., 82@83; Western Md. 6s, 1890, 68@72; do., guar., 87@88; do., 2d mort., guar., 87@90; Richmond and Danville bonds, 73½@74; Baltimore 6s, 1875, 90½@91½; do., 1886, 90@91½; do., 1890, 91½@91½; do., 1893, 92@93; do., 6s, 1888-70, 71@74; City Passenger R. R., 18@18½; George's Creek Coal, 67½@67½; Santa Clara, 1.40@1.55; Atlantic Coal, 3.00@3.25.

**The dividend periods of the Central Railroad Company of New Jersey have been changed to January and July.**

#### Chicago and Alton Railroad.

On the 5th inst., the annual meeting of this company was held in Chicago for the election of three directors in place of William F. Weld, John A. Stewart and Peyton R. Chandler, whose terms expired on that day. These gentlemen were all re-elected. The Board now stands as follows:

**Until April 4, 1870**—John Grorar, Chicago; Lorenzo Blackstone, Norwich, Conn.; James J. Mitchell, Alton.

**Until April 3, 1871**—T. B. Blackstone, Chicago; James G. Garner, New York; John B. Drake, Chicago.

**Until April 1, 1872**—William F. Weld, Boston; John A. Stewart, New York; Peyton R. Chandler, Chicago.

**\$1,000,000 GOLD.—FIRST MORTGAGE BONDS of the St. Louis and St. Joseph Railroad of Missouri.**—Both Principal and 6 per cent Interest Gold. Payable May and November 1st, at the Farmers' Loan and Trust Co., in the City of New York, who are the Trustees for the Bonds. LENGTH OF ROAD, 72½ MILES. Total amount of Bonds is \$1,000,000, which is less than \$14,000 per mile, and secured by a first mortgage on the whole road and entire property of the Company.

The interest on these Bonds is the same as on United States 5-20s, 1862, also due at same time; and, according to present prices, \$1,000 5-20s will sell for \$300 over our price for \$1,000 St. L. & St. J. R. R., while the latter is equally as good security in every respect.

Present price 87½ and accrued interest in currency. For pamphlets and further particulars, apply to TURNER BROTHERS, Bankers, No. 14 Nassau-Street, New York.

**Jacob F. Randolph Esq.**, has been elected President of the Morris Canal and Banking Co. Mr. R. is represented as an energetic, economical man, intimately acquainted with the business of the canal, having been its Vice-President and Superintendent for the last two years. The following directors were elected to serve for five years, in place of class No. 4; A. L. Hodgdon, Simon Gratz, Mark Devine, Jno. F. Blandy, and Thomas N. McCarter; and Thomas J. Megear to fill a vacancy in class No. 3.

**The directors of the Great Western (Ca.) Railway Co.** have decided upon recommending a dividend for the half year ending January 31, last at the rate of 5 per cent. per annum, free of income-tax, reserving £3,000 for the renewal of ferry steamers, and carrying forward to the current half-year the sum of £2,577 17s. 1d. In the corresponding period of the previous year the rate was 4½ per cent. Thus the present dividend is ½ per cent higher.

**The Cincinnati, Hamilton and Dayton Railroad Company** have declared a dividend of five per cent. in scrip, free of tax, convertible into bonds of the Dayton and Michigan Railroad Company at par, in sums of one thousand dollars, bearing interest from April 1, 1869, payable at the American Exchange National Bank, on and after the 27th inst.

**Ground** has been broken for the railroad from the Norwalk and Danbury Railroad to Ridgefield, in Fairfield Co., Conn.

## Commerce of New York.

The foreign imports at New York for the month of March, 1868 and 1869, are officially stated as follows:

	1868.	1869.
Entered for consumpt'n.	\$11,999,520	\$17,890,058
Do. for warehousing	12,391,596	13,428,793
Free goods	821,682	1,702,591
Specie and bullion	1,299,776	1,771,668

Total entered at port... \$26,512,934 \$34,798,290  
Withdrawn fr. wareh'use 10,296,124 9,661,447

The foreign imports at New York for the three months from January 1, were:

	1868.	1869.
Entered for consumpt'n.	\$30,241,403	\$43,794,286
Do. for warehousing	28,387,459	31,356,347
Free goods	2,818,755	4,186,765
Specie and bullion	1,852,225	3,875,701

Total entered at port... \$62,749,842 \$83,168,099  
Withdrawn fr. wareh'use. 26,077,087 28,048,465

The foreign imports at New York for the nine months ending March 31, were:

	1868.	1869.
Six months	\$116,072,182	\$123,552,971
January	15,418,571	22,542,529
February	20,818,387	25,827,280
March	26,512,934	34,798,290

Total for 9 months... \$178,822,024 \$206,716,070  
Deduct specie..... 3,601,868 6,922,190

Total mdse..... \$175,220,156 \$199,798,880

The duties received at New York for nine months ending with March, were:

	1868.	1869.
Six mos.	\$54,731,801 44	\$57,845,963 97
Jan.	7,133,428 42	9,615,894 48
Feb.	9,986,752 89	11,996,628 46
March	11,195,861 33	18,027,672 02

Total 9 months. \$82,757,348 58 \$92,486,158 83

The exports from New York to foreign ports in the month of March, were:

	1868.	1869.
Domestic produce	\$12,882,808	\$11,942,672
Foreign free goods	24,761	31,102
Do. dutiable	655,881	615,121
Specie and bullion	3,694,912	2,889,968

Total exports.... \$17,268,362 \$14,978,868  
Do. exclusive of specie. 13,568,450 12,588,895

The exports from New York to foreign ports for three months from January 1, were:

	1868.	1869.
Domestic produce	\$40,192,978	\$35,122,537
Foreign free goods	73,828	44,008
Do. dutiable	1,766,560	1,400,179
Specie and bullion	16,248,562	8,836,481

Total exports.... \$57,281,928 \$45,408,155  
Do. exclusive of specie 42,038,366 36,566,724

The exports (exclusive of specie) from New York to foreign ports for nine months ending with March 31, were:

	1868.	1869.
Six months ending Jan.	\$91,143,385	\$80,651,068
January	14,448,327	13,153,017
February	14,021,589	10,824,812
March	18,568,450	12,588,895

Total mdse.... \$133,176,751 \$117,217,792  
Add specie..... 42,454,848 30,574,430

Total exports 9 mos.... \$175,631,599 \$147,792,222

The Washington *Intelligencer* says that on the portions of the Metropolitan Point of Rocks Branch of the Baltimore and Ohio Railroad in the district limits and adjacent thereto, the work is progressing quite rapidly, there being about three

hundred men employed within a few miles of the city, who have already laid the rails for some distance out. It is expected, notwithstanding portions of the work are very heavy, that the road will be in running order to its junction with the main stem before next winter.

Journal of Railroad Law.  
RAILROAD COMPANIES—INJURY TO MIROR CAUSING DEATH—MEASURE OF DAMAGES.

The simple facts in the late case of *Potter vs. The Chicago and North Western Railway Co.*, are that the plaintiff's intestate, Frances L. Bishop, was killed by the defendant's negligence. She was at the time of the accident in her 12th year. The question of damages in such cases is ably set forth in the opinion of the court by

Downer, J.—The principle question in this action relates to the rule of damages. The action is brought under sections 11 and 12, ch. 135, R. S. The provisions of the statute, so far as any questions arise in this case, are in substance the same as Lord Campbell's act 9 and 10 Vic., ch. 93. The plaintiff was entitled to recover such damages, not exceeding five thousand dollars, as the jury might deem fair and just in reference to the pecuniary injury resulting from the death of the daughter, Francis L. Bishop, to her parents. The statute does not say, in terms, on what principle the damages are to be assessed. But all the authorities are to the effect, that vindictive damages are not to be given; nor are they to be given for loss of society, or as a *solatium*, or for injury to feelings; but they must be calculated in reference to a reasonable expectation of pecuniary benefit, as of right or otherwise, from the continuance of the life.

It was for the jury to determine what was the extent, under the proof in this case, of such reasonable expectation. The verdict must, however, be based upon evidence. The statute is peculiar, and much must be left to the sound judgment and discretion of the jury. But we do not think it was intended they should find a verdict for damages without evidence of pecuniary loss. What is the testimony as to such loss to the parent in this case? It is, that the deceased was aged eleven years and three months; that she a bright, intelligent girl, strong and healthy, had been to school and Sunday school, was a good girl to work, and accustomed to help her mother. This is all, and it is sufficient on which to base a verdict for any reasonable sum for loss of the services of the deceased during her minority. But we are unable to see anything in the evidence proving, or tending to prove, a reasonable expectation of pecuniary benefit to the parents from the continuance of the life of their daughter beyond her minority. If it had been proved that the pecuniary circumstances and health of the parents were such as to render it probable that they might need the services of the deceased, or aid from her, after she was twenty one years of age, a foundation would have been laid for damages other than those resulting from the loss of her services during her minority. On the other hand, if the proof had shown that the parents were wealthy, there would have ordinarily been, it appears to us no reasonable expectation to them of pecuniary benefit from the continuance of the life of the deceased beyond her minority. It is clear that the estate and condition of the parents might

have much to do with the question of damages. So far as we have examined, in suits like this for the benefit of parents, where damages have been recovered other than the value of the services of the deceased during minority, there has been testimony showing the condition of such parents or tending to prove it. See *Dalton vs. S. E. Railway Co.*, 98 E. C. L., 296. There are authorities to the effect that the damages, whatever the condition of the parents, ought to be limited to the value of the services of the deceased in case she had lived during her minority. *Telfer, adm'r vs. The N. R. Co.*, 30 N. J. Law R., 188. But the weight of authority is, that the jury may take into account the reasonable expectation of pecuniary benefit from the continuance of the life beyond the minority; and such, we think, is a reasonable construction of the statute. But there must be some testimony on which to base such reasonable expectation of pecuniary benefit. The jury are not to take it for granted without evidence or to *guess* at it. They are to find such benefit, and the extent of it, from the evidence, and are limited to such proximate damages as will actually result. *Tilley vs. H. R. R. Co.*, 27 N. Y., 289.

The circuit court instructed the jury: "You are not limited to the simple value of her services until she arrives at maturity, but may take into consideration the reasonable expectation of pecuniary advantage of the next heir (in this case the father and mother), that would have resulted to them from her living, and damages may be given in respect to that expectation being disappointed, and the probable pecuniary loss or injury resulting therefrom; but you must be satisfied that the next of kin in this case sustained pecuniary injury in that respect, because you are limited to allowing for pecuniary injuries only, and to such as you believe will actually result to them as the proximate damages of such death." This instruction is put with proper limitations in case there had been any evidence of the condition and circumstances of the parents. But when the jury were told that they were not limited to the simple value of her services during minority, they must have understood that in the opinion of the court the mere evidence of the age, the moral, intellectual and physical condition of the deceased, and that she had parents living, was enough to authorize them to find a verdict for more than the value of her services during minority. If the instruction is correct, then the jury in all cases, even where the parents are in the most affluent circumstances, may give damages beyond the value of the services of the deceased during minority. Is there any reasonable expectation of pecuniary aid to wealthy parents, or even to those in moderate circumstances, between the extremes of poverty and wealth, from their children after they arrive at their majority? In the natural course of events, the children of such parents receive far more pecuniary aid or benefit from their parents, than their parents from them. It appears to us, unless the the condition of the parents is in evidence, the damages should be limited to the services during minority. We think, therefore, there was error in giving the instruction.

There was also error charging the jury that if they should find that the deceased or her mother were guilty of slight negligence only in getting off the cars, and the defendant guilty of gross

negligence, the plaintiff could recover. Negligence proximate or contributing to the injury, however slight, prevents recovery.

*By the Court.*—The judgment reversed, and a *venire de novo* awarded.

From the Louisville Courier-Journal.

**Southwestern Railroad.**

SPARTA, TENN., March 30, 1869.

Mr. W. H. Chelf, Greensburg Ky.:

Sir—Yours of the 18th inst., reached me last night, and I reply without delay.

I am pleased to learn that Larue county has voted a subscription to your railroad. I feel now that the construction of the great line of road connecting Louisville with Huntaville, Montgomery, Selma and Mobile is a fixed fact.

On the Tennessee side we have 37 miles already completed, extending from Tullahoma, on the Nashville and Chattanooga road, to McMinnville; thence we have 30 miles more under contract, and in the course of actual construction. We have four hundred hands on the road and will soon have a much larger force on it. The contractor (Mr. Davenport) agreed with the company to complete this section of 30 miles by the 1st of September next.

The Board of Directors had a meeting in February last and ordered the contractor to place a sufficient force on the road to complete this section by the 1st of September next. This will extend the road four miles north of Sparta, in the direction of the Kentucky line. From McMinnville to the Kentucky line, in the direction of Burksville, is 84 miles. The following are our means to build it:

By the charter per mile, \$12,000	.....	\$1,008,000
By a recent act of the Legislature for construction	.....	300,000
White county public subscription	.....	100,000
Bridge money by State law	.....	200,000
By private subscription	.....	60,000
Overton county, Tenn., by public subscription	.....	160,000

Total..... \$1,828,000

Making in all an aggregate of one million eight hundred and twenty-eight thousand dollars.

We have, also, almost an absolute certainty of \$50,000 public subscription by the county of Putnam, through which the road passes.

We have propositions from several iron companies to furnish the iron for the entire road and take the bonds of our State in payment—this is equivalent to increasing our capital to a large amount, so I may safely assert that in the construction of the 84 miles to the Kentucky line we command a capital of \$2,078,000, equivalent to \$24,265 per mile. Besides this, the public men of the State regard this as a great leading trunk road, connecting the cities on the upper Ohio and the lake with Mobile on the Gulf.

Gov. Brownlow, in his last message to the Legislature of the State of Tennessee, recommended an appropriation sufficient to construct it, styling it the road of which the Hon. Senator Parker is President. This recommendation had positive strength in our Legislature to carry it through. It passed the Senate, but Nashville interest, by log rolling, defeated it by four votes in the House. We think, it will be passed at the next session, and confidently hope that by the 1st of January next we may have the whole line under contract with sufficient means to build it. We will not disguise the fact that we have sought a connection with the North and Seaboard via Danville and Cincinnati.

We are, nevertheless, pleased to know that

Louisville is willing to greet us at the line. Our road is a necessity to us and to the State, and we are resolutely determined to build it. If Louisville meets us at the line a great reward will be hers. She will secure the commerce of the rich tier of counties south of Sparta, Tennessee, a large trade from Northwest Georgia and North Alabama, and very soon she can reach the Gulf at Mobile and Pensacola. The line of our road from Tullahoma to the Kentucky line, a distance of one hundred and twenty-one miles, lies near the base of the Cumberland Mountain, on its western slope, throughout nearly its entire length, along which the finest stone-coal crops out, and iron ore and timber are abundant. It passes through a fine stock and grain region and through a fine fruit region as any in America. The country abounds with water-power for driving machinery, and with a railroad to develop them its resources are immense. By this connection Louisville may command them. The trade of the southern counties of Tennessee, Northwest Georgia, and North Alabama would build up Louisville and enable her to rival Cincinnati in population and trade; no wonder then that she is reaching out to gather this golden harvest. If she secures it now, there will be much difficulty in wresting it from her. It now goes to Nashville, Memphis and other points.

I am a director of the company and the attorney for the road, and speak what I know. No doubt exists here among well informed men of our ability to construct the road. We are decidedly in earnest, and determined to do it, nor do we doubt that you will meet us at the line. The important interests concerned must accomplish the work.

I am sir, very respectfully,  
Your obedient servant,  
E. L. GARDENHIRE.

I am the president of the road, having been recently re-elected. I have read the letter and the foregoing answer thereto, and fully concur in its statements of facts.

SAMUEL PARKER, President  
Southwestern Railroad Company.  
March 30, 1869.

**New York Bridge Co.**

The following is an official copy of the Act passed by the National Legislature to establish a bridge across the East river, between the cities of Brooklyn and New York, a post road:

*Be it enacted, etc.*, That the bridge across the East river, between the cities of New York and Brooklyn, in the State of New York, to be constructed under and by virtue of an act of the Legislature of the State of New York, entitled "An act to incorporate the New York Bridge Company for the purpose of constructing and maintaining a bridge over the East river, between the cities of New York and Brooklyn," passed April sixteenth, eighteen hundred and sixty-seven, is hereby declared to be, when completed in accordance with the aforesaid law of the State of New York, a lawful structure and post road for the conveyance of the mails of the United States: *Provided*, That the said bridge shall be so constructed and built as not to obstruct, impair, or injuriously modify the navigation of the river; and in order to secure a compliance with these conditions, the company, previous to commencing the construction of the bridge, shall submit to the Secretary of War a plan of the bridge, with a detailed map of the river at the proposed site of the bridge, and for the distance of a mile above and below the site, exhibiting the depths and currents at all points of the same, together with all other information touching said bridge and river as may be deemed requisite by the Secretary of War to determine whether the said bridge, when built, will conform to the prescribed conditions of the act, not to obstruct, impair, or injuriously modify the navigation of the river.

*Section 2. And be it further enacted*, That the Secretary of War is hereby authorized and directed, upon receiving said plan and map and other information, and upon being satisfied that a bridge built on such plan and at said locality will conform to the prescribed conditions of this act, not to obstruct, impair, or injuriously modify the navigation of said river, to notify the said company that he approves the same; and upon receiving such notification the said company may proceed to the erection of said bridge, conforming strictly to the approved plan and location. But until the Secretary of War approve the plan and location of said bridge, and notify said company of the same in writing, the bridge shall not be built or commenced; and should any change be made in the plan of the bridge during the progress of the work thereon, such change shall be subject likewise to the approval of the Secretary of War.

*Section 3. And be it further enacted*, That Congress shall have power at any time to alter, amend, or repeal this act.

Approved March 3d, 1869.

**Liability of City Passenger Railroads.**

In the case of G. N. Wilkinson *v.* the Baltimore City Passenger Railway Co., tried in the Superior Court, Baltimore, damages were awarded the plaintiff for injuries received in falling from the front platform of a car. The company appealed, and the Court of Appeals held that the Court's instruction to the jury was erroneous, for the reason that it ignored altogether the effect of the regulations of the company, &c. That a regulation of the company, prohibiting passengers from getting on or off at the front end of any car, and requiring them to enter and descend by the rear platform only, is a reasonable regulation, and knowingly to violate it, without the compulsion of some existing necessity, is conclusive evidence of negligence on the part of the passenger; so that, should he sustain an injury in consequence thereof, he will have no right of action against the company, notwithstanding the driver may also have been negligent. The circumstance that a driver or conductor may have given permission thus to use the front platform is immaterial; for the company cannot be bound by the act of their servant in attempting to dispense with a known and positive regulation. If an accident occur in consequence of violating a regulation of the company which prohibits the conveyance of baskets or parcels unaccompanied by a passenger, the person participating in such violation, and so sustaining injury, will be debarred from recovering therefor, if it be shown that he had knowledge of such regulation. The fact that a legible notice of such regulation was put up inside of all the cars, and the fact that the plaintiff had often previously ridden in the cars, are competent evidence that he had knowledge of its existence. Judgment was reversed, with leave to the plaintiff below to have a writ for a new trial.

**Bridge over the Schuylkill.**

The Commissioners for building a bridge over the Schuylkill, at South street, Philadelphia, have adopted a plan for an iron truss drawbridge, with piers of pneumatic piles or cylinders. The approaches are also to be of iron, and on the west side of the river space will be allowed for fifteen railroad tracks to pass under. The roadway for vehicles is to be 33 feet in the clear, and two passage ways for foot passengers, six feet each. The Chief Engineer is to furnish detailed plans and estimates when proposals for its construction will be issued.

## Railroads and Canals of the State of New Jersey.

A tabular statement of the Capital, Length, Cost, Earnings, Expenses and Profits, Dividends, &amp;c., for the year ending December 31, 1868.

Stock.	Capital Account.	Length of Track.			Cost of Road, &c.			Gross Earnings.			Operating Expenses.	Net Earnings.	Dividends, Am't.	Per cent.
		Main.	Branch.	Other.	& equipm't.	worked.	Passenger.	Freight.	Mail, &c.	Total.				
Bonds.		M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.
<b>Railroads and Canals.</b>														
Camden and Amboy Railroad	5,000,000	2,870,634	29,286,268	{ 43,00	22,50	11,221,697	124,20	2,778,483	2,294,211	1,888,875	6,911,669	4,034,028	2,877,541	{ 560,000
Delaware and Baratarian Canal	4,930,969	9,865,645	{ 860,000	824,298	4,064,948	7,341,278	33,80	4,580,335	65,50	{ 625,000	10	{ 495,997	10	{ 495,997
New Jersey Railroad	6,250,000	2,244,500	139,482	2,814,068	60,20	5,07	2,062,102	60,20	151,416	373,129	89,881	614,376	194,941	10
Belvidere Delaware Railroad	996,150	1,109,406	1,095,180	44,437	710,962	23,00	7,12	2,01	222,091	97,848	5,102	325,041	190,695	134,346
Camden & Atlantic R. R.	1,109,406	835,000	831,525	800,190	41,25	1,88	10,234,726	74,00	1,354	1,354	1,354	34,940	11,601	8
Cape May and Millville R. R.	447,000	200,000	634,676	18,034,676	74,00	108,00	889,922	12,00	9,703	6,424	1,481	20,527 (loss)	8,046	10
Central of New Jersey R. R.	15,000,000	2,600,000	100,000	139,911	889,922	12,00	12,00	223,441	9,00	44,384	11,079	14,944	89,132	7,279
Flemington Railroad	150,011	230,845	161,700	4,88	0,78	3,50	55,000	3,50	2,512,46	9,25	82,418	79,545	70,816	9,229
Hackensack & N. York R. R.	62,000	65,000	161,700	1,00	329,305	17,00	21,095	1,00	1,354	1,354	1,354	49,564	83,207	13,750
Hibernia Mine Railroad	55,000	35,854	214,086	9,00	109,918	6,63	9,288	6,63	1,079	5,878	5,878	55,463	42,092	13,371
Long Br. and Sea Shore R. R.	178,232	14,168	109,918	6,63	109,918	6,63	9,288	6,63	1,079	5,878	5,878	14,961	11,114	3,547
Millstone & N. Brunsaw'k R. R.	95,750	(Consolidated with West Jersey)												
Millville and Glassboro R. R.	1,131,288	1,290,000	1,079,208	14,294,208	81,50	6,20	66,20	14,222,577	98,70	3,408,224	101,00	1,921,419	1,589,010	382,409
Morris Canal	4,823,500	8,500,000	103,850	103,850	6,00	103,850	103,850	103,850	103,850	(Operated by Morris and Essex)	103,850	103,850	6,600	3,115
Newark and Bloomfield R. R.	103,850	47,373	606,673	21,30	3,00	103,850	103,850	103,850	103,850	(Operated by Morris and Essex)	103,850	103,850	6,600	3,115
Northern R. R. of N. Jersey	159,300	450,000	450,000	10,00	10,00	450,000	10,00	450,000	10,00	184,026	70,453	24,881	279,860	231,082
Ogden Mine Railroad	460,000	26,500	696,050	18,20	11,50	682,488	18,20	142,220	142,220	142,220	142,220	142,220	68,180	42,682
Orange and Newark R. R.	289,550	630,000	14,50	14,50	630,000	14,50	14,50	14,50	14,50	(Operated by Erie)	14,50	14,50	147,327	122,848
Paterson and Hudson R. R.	630,000	(In progress)	86,000	333,000	15,12	3,00	350,000	350,000	350,000	(Leased to Erie)	350,000	350,000	53,400	53,400
Paterson and Newark R. R.	248,000	160,000	499,650	26,00	3,00	214,581	7,00	538,786	538,786	(Operated by Erie)	538,786	538,786	5,162	21,338
Pemberton & Hightstown R. R.	339,660	100,000	67,381	214,581	7,00	214,581	7,00	19,220	19,220	15,717	3,803	3,803	31,579	18,081
Perth Am. & Woodbridge R. R.	57,200	1,664,500	1,226,390	5,421,590	65,00	16,00	9,00	4,098,592	81,00	45,069	8,60	254,899	224,281	6,829
Baratarian and Delaware Bay R. R.	2,530,700	45,654	45,654	3,60	3,60	45,654	3,60	45,654	3,60	45,654	3,60	11,900	9,016	2,884
Rocky Hill Railroad	Leased to W.													
Salem Railroad	180,550	100,000	250,550	16,00	2,00	278,328	16,00	(5 months to May 31, 1868.)	(Operated by Central.)	26,339	20,097	6,242	10,883	6
Jer. R. R. Co., June 1, 1868.	438,300	200,000	438,300	16,00	2,00	435,249	12,00	474,400	12,00	45,257	4,50	67,705	41,763	26,298
South Branch Railroad	274,400	16,000	474,400	12,00	2,00	2,059,050	18,25	2,059,050	18,25	27,056	430,865	2,960	460,371	6
Bussey Railroad	25,000	511,400	2,430,600	1,221,500	8,80	1,840,304	11,691	1,840,304	11,691	565,643	318,614	318,614	247,129	7
Vincentown Branch Railroad	1,547,650	1,209,000												
Warren Railroad														
West Jersey Railroad														

## Mississippi, Ouachita and Red River R. R.

A meeting of the directors of this company was held at Camden, Ark., on the 29th ult., B. W. Martin, President, in the chair. They had under consideration a contract with Mr. J. E. Sickles for the construction and fully equipping, with all necessary rolling stocks, the railroad commencing at Eunice, running through Camden and terminating at or near Fulton on Red River. The contract was agreed to, signed, sealed and delivered. The following is a synopsis:

Mr. Sickles agrees to build the whole road by the 1st of September, 1872. To commence work at Eunice by the 1st of July, 1869, and to build twenty miles and equip the same by the 1st of November, 1869. To commence work at Camden by the 1st of October, 1869, and to build twenty miles and equip twenty miles westward by the 1st day of March, 1870. The company agrees to pay him for building and equipping the whole road \$2,800,000. Sickles agrees to receive State bonds at seventy-five cents of their full value, and first mortgage bonds of the road at seventy cents, and capital stock in the company at 40 cents. On his failure to comply with his contract, the same is forfeited, unless his failure is caused by high water or other insuperable obstacles. The State bonds and the company's bonds are to be paid to him as the work progresses; an estimate of the work done, to be made every month.

Herapath says there was a diminution of more than 10,000 tons in the exports of rails from Belgium last year as compared with 1867 the exports of 1868 having amounted to 70,550 tons, against 80,875 tons in 1867, and 32,510 tons in 1866. The decline occurred wholly in the diminished exports to Russia, which were 45,340 tons last year, against 67,095 tons in 1867, and 32,510 tons in 1866.

The contract for building the Suncook Valley Railroad has been let to Gen'l Nat. Head. The road will be 17 miles in length, extending from the village of Suncook, to Pittsfield in Merrimack, Co., N. H. The road bed is to be ready for the iron by the 1st of December next.

The Supreme Court at Des Moines, Iowa, has rendered a decision which declares unconstitutional the law passed last winter authorizing towns and cities to levy taxes for the aid of railroads.

A meeting of the corporators named in the charter of the Cumberland and Ohio Railroad Company is to be held at Lebanon, Ky., on the 23d inst., for the purpose of organizing the same and adopting such other initiatory measures as may be deemed of importance to the enterprise.

Among the bills passed at the recent session of the New Jersey Legislature were the following: to incorporate the Atlantic City Passenger Railroad Co.; to incorporate the Tuckerton and Atlantic Railroad Company; to incorporate the Camden and Philadelphia Bridge Company.

The New Orleans and Vicksburg Railroad, which is to connect with the chain of river railroads from St. Louis, has received the sanction of the Governor of Louisiana and will be put under contract at once.

The Louisville, Cincinnati and Lexington Branch Railroad has been completed. The distance between Covington and Louisville is 104 miles.

Col. W. W. Merritt is now General Agent and Superintendent of the Rockford, Rock Island and St. Louis Railroad.

## BOOTH'S DUPLEX, SAFETY, Steel and Iron Rails,

Now fully demonstrated to be the TRUE STEEL RAIL, we are now ready to negotiate with Railroad Companies for its adoption under such arrangements and suggestions as we will upon application by letter or in person make known to them. Opening a new era in Railway economy hitherto unprecedented. All communications must bear the signature of either the President, Vice President, Superintendent or Engineer.

J. L. BOOTH & CO.,  
Rochester, N. Y.

HAVEN & ALLEN,  
72 Broadway, N. Y.

## FREIGHT CARS.

10 FIRST CLASS BOX. 10 First Class Flats. Very cheap and for immediate delivery.

EDWARD P. BIGELOW,  
216 48 Pine street, N. Y.

## TO CONTRACTORS.

Pittsburg and Connellsville Railroad.

PROPOSALS WILL BE RECEIVED up to Saturday, May 1st, inclusive, for the GRADUATION, MASONRY and BALLASTING of the remaining 47 sections of this road, situated at intervals upon the 90 miles between Connellsville and Cumberland.

Specifications will be ready for distribution at the Pittsburg and Cumberland offices on Friday, the 9th of April, and all information necessary to the proper examination of the work will be afforded by the engineers upon the line.

By order of the President and Directors.

BENJ. H. LATROBE, Chief Engineer.  
OFFICE PITTSBURG AND CONNELLSVILLE R. R. CO.,  
Pittsburg, March 18th, 1869.

## LOCOMOTIVE WORKS, FOR SALE.

The PROPERTY situated at Jersey City, known as the JERSEY CITY LOCOMOTIVE WORKS,

Consisting of 24 full lots on Morgan, Steuben and Warren streets, with substantial buildings and machinery of the best description, ample for the manufacture of six to seven first-class locomotives per month. This property, from its vicinity to the city and to several of the leading railroads of the country is well worth the attention of those desirous of engaging in the manufacture of locomotives and other machinery. Apply to

C. KNEELAND,  
No. 49 William st.,  
Or W. G. HAMILTON,  
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## WM. KUMBELS

Patent machine stretched Leather Belting, with all the necessary articles required. A satisfactory discount on all purchases both large and small. Address

PETER W. KUMBEL,  
26 Ferry St., N. Y.

## FOR SALE.

1500 TONS, 70 lbs. to the yard, Welsh Rails, punched for Fish Bars. Also, 60-Seat Raised Roof Passenger and Freight Cars for delivery. Address

WM. H. PETT,  
72 Wall st., N. Y.

## Hemp Packing.

BEST HACKLED HEMP PACKING,  
For Sale by

WILLIAMS, PAGE & CO.,  
91 Water St., Boston,

HENRY YOUNG, Pres. AGENCY OF THE G. B. HUBBELL, Secy.

## United States Railroad Screw Spike Co.

No. 45 Cliff-Street,  
NEW YORK.



We respectfully call attention to the DOUBLE HOOK HEADED SCREW SPIKE for fastening rails and chairs to ties. The above cut represents the size and shape of the Spike. It has been thoroughly tested on several of the most important railroads in the country, and in almost every case it has stood the test in the most admirable manner.

The SCREW SPIKE possesses the following advantages over the common spike:

First. They are made of the best refined Iron, the thread being forged (not cut), refines and toughens them.

Second. The holding-power of each Spike is from four to five tons, and the side pressure, three to four tons. In three years' experience no Spike has moved from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and loose and broken rails, and consequent spreading of the track will be obviated.

Third. In order to remove the rails it will only be necessary to reverse the SCREW one-quarter, and when replacing it, turn the SCREW back to its original position (the same as turning a button), when the rail will be held firmly, as before. The ties will thus be saved from the injury of splits, and the numerous holes made in them by repeatedly drawing out and replacing spikes. By the use of the SCREW, therefore, the durability of the ties will be greatly increased.

The saving to railway companies in ties alone, it is estimated (by experienced trackmasters) will more than pay the whole cost of the SCREW.

Fourth. Where the SCREW is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track, and keep it in repair, thereby causing a great saving.

In corroboration of the foregoing, we could present the testimony of many of the most experienced trackmasters and engineers in the country, but deem it only necessary to refer to the following railroad companies selected from more than forty who have used these SPIKES in more or less quantities, viz:

Philadelphia & Reading, Hudson River, Philadelphia, Wilmington & Baltimore, New York & New Haven, Chicago & Rock Island, Fond Du Lac & Sheboygan, Albany Bridge Company, Quincy Bridge Company.

We are now prepared to manufacture these SPIKES in any quantity desired.

## RAILROAD IRON.

350 TONS 40 LBS. RAILS, BEST AMERICAN MAKE. For sale by

PERKINS, LIVINGSTON & POST,

1m13 68 Broadway,  
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## RAILROAD TIES.

WHITE OAK, CHESTNUT AND CEDAR.

Pig, Bar and Railroad Iron.  
Coal Buckets, Blocks, Dumping Cars, Wheelbarrows,  
HOLLINS, KIRKUP & CO.,  
6m48 24 Dey street, N. Y.

## CAR PLUSHES.

Best French and German makes.

LOUIS WINDMULLER & ROELKER,  
20 Reade street.

## GERMAN STEEL AND HARDWARE.

For sale by

LOUIS WINDMULLER & ROELKER,  
20 Reade street

## Railway Travel Made More Secure.

THE WHEELS HAVE STRAIGHT FLANGES 25 degrees double, two other wheels inside, elongated hubs to catch the rail in case the wheel jumps, the axle of steel enlarged in centre. The circle of the flanges on wheels cannot touch the rail—metal is shrunk on the rail by rollers doubling their strength. Smoke-stacks, increased draft, with jacket, sparks and cinders glided into the same by sieves, these are also for steamers, etc. Invented, applied, and for sale by

A. BEEBE,  
78 Cedar street.

## Steam Engine Power and Leverage.

BALANCE WHEELS AND MOVEABLE LEVERS. These work giving double power without centre action. Capstans and Steering Wheels, levers on the shaft or axle, about one part purchase and six parts lever, same on rudder heads for vessels and boats, etc. Invented, applied and for sale by A. BEEBE, 78 Cedar street, from 12 to 3.

RICHARD B. OSBORNE,  
CIVIL ENGINEER,  
No. 431 Walnut street, Philadelphia.

## BORDEN & LOVELL

COMMISSION MERCHANTS,

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Fall River Iron Works Company's  
NAILS, BANDS, HOOPS & RODS,

BORDEN MINING COMPANY'S  
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## COHOES ROLLING MILL.

—FOR MANUFACTURERS USE—  
SHAFTING, BAR & BAND IRON,

ALSO  
SUPERIOR PATENT PUNCHED  
AXE, PICK & MATTOCK POLES.  
MORRISON, COLWELL & PAGE,  
OFFICE, TROY, N. Y.

## EDWARD P. BIGELOW, Iron Broker,

In New and Old Rails,  
Fish Bars, Bolts and Nuts,  
Chairs and Spikes,  
Car Wheels and Axles,  
Steel and Iron Tyre,

Pig, Bar and Scrap Iron, Etc. Etc.  
Sole Agent for Hatfield's Junta Boiler Iron,

THE SAMPSON CAR WHEEL CO.,  
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Orders for Old Rails promptly filled.  
Agent for the Dry Dock Mill Hot-punched Fish

Plates.

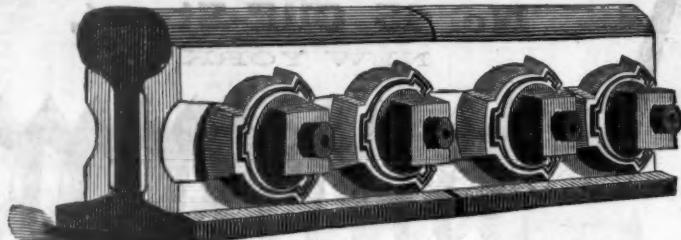
Jonathan T. Hobby,  
MATHEMATICAL Instrument Maker, Greenwich  
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GENTLEMAN closely connected with several large English Manufacturers of Steel and Iron Railway Plant, who possess important Patents; and who has facilities for purchasing Hardware, Scrap Iron, &c., wishes to combine these advantages with those of some responsible Agency or other Firm as a means to establish a Market in this Country for such commodities. The highest references given, both American and English. Address

W. C. O. 112 River Terrace,  
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1900 HENRY YOUNG H. D. HENRY YOUNG H. D. HENRY YOUNG H. D.

**P R A T T'S**  
**PATENT COMPENSATING FISH-JOINT,**



MADE BY

**VERREE & MITCHELL,  
IRON AND STEEL MANUFACTURERS,  
No. 939 North Delaware Avenue, Philadelphia, Penn.**

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the **PATENT COMPENSATING FISH-JOINT:**

That it makes the best and cheapest form of fastening, requiring no plate or chain underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make a **PERFECT AND CONTINUOUS RAIL**, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the **Leading Railroads in the Country.**



**FISHER'S PATENT**

Wrought Iron

**RAIL JOINTS,**

MADE BY

**FISHER & NORRIS,**

**TRENTON, N. J.**

The Superiority of these Joints has been proved by eight years' use on different Roads.

**S. & C. WARDLOW,  
PORTOBELLO STEEL WORKS,**

AND

Congress Rolling Mills, Tilts and Forges,  
**SHEFFIELD, ENGLAND,**

Manufacturers of the Celebrated **CAST STEEL** for Tools,  
Dies, Taps, Punches, &c.

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ESTABLISHED 1833.

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100,000 EASTERN SPRUCE AND HEMLOCK  
Ties, 8, 9 and 10 feet long, 6+6 inch face.  
For delivery from April to September next, as required.  
Also, Oak, Chestnut, Pine, Cedar, and Cypress Ties, and  
R. R. Timber. Apply to

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**RAILROAD TIES.**

CONTRACTS SOLICITED, FOR OAK, CHESTNUT, CYPRESS, AND CEDAR, in quantities, as  
may be required. Apply to

**THOMAS G. BENTON & SONS,**

92 West Street,  
New York.

**PACIFIC MAIL**

**Steamship Company's  
THROUGH LINE TO  
California and China.**

Through rates, New York to San Francisco;

First Cabin.	Inside.	Second Cabin.	Steerage.
\$275	\$225	\$150	\$75.

**CHANGE OF SAILING DAYS.**

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

On 1st, 11th and 21st,

except when those days fall on Sunday, then the day previous.

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NOTICE TO SHIPPERS—Freight for steamer ARIZONA received until 4 P. M. on FRIDAY, April 30. All usual facilities afforded shippers in collecting inland charges, &c.

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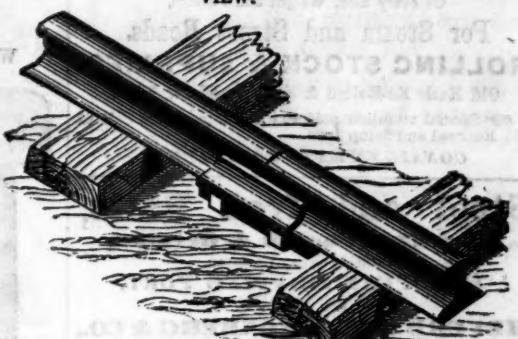
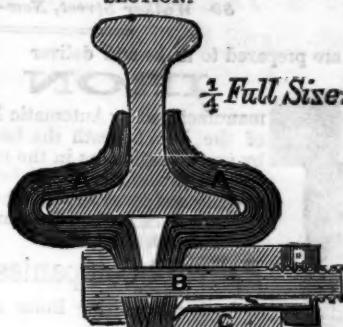
## Scott's Wrought Iron Clamp Truss Joint FOR RAILROAD RAILS.

LENGTH 9 TO 12 INCHES,  
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Has been tested to 24,000 lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a **TRUSS**, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is **SIMPLE**, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

#### SECTION.



VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two  $\frac{3}{4}$  inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—The LOCK of the NUT, which prevents its jarring loose.

The patentee is prepared to fill orders sufficient for four miles of track per day.

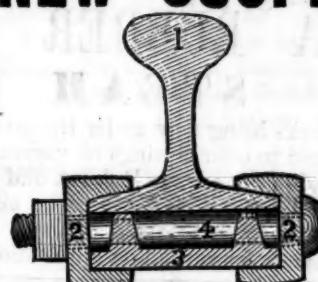
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For particulars, address

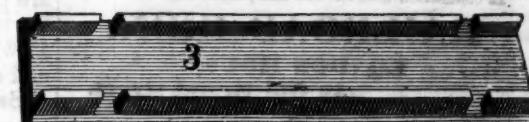
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Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new **Suspension Rail Joint**, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3), with the flanges of the rail and the bottom plate embraced by the side clamps (2) and held firmly in place by bolts (4). In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails* particularly, is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

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in working order—Gauge 4 ft. 8 1-2 inches.

No. Div.	Drivers.	Cylinder.	Fire Box.	Flues.	No. of Flues.	Size	Diam.	Weight in ran-
1st.	4	5 feet.	14 x 20	88 x 37	127	10 feet 8 x 2	42 in.	50,100 lbs. Inside.
2d.	4	5 feet.	13 x 20	42 x 40	181	10 feet 2 x 1	42 in.	45,700 lbs. Outside.
3d.	4	5 ft. 6	15 x 20	44 x 38	150	11 feet 1 x 1	44 in.	52,600 lbs. Inside.
4th.	4	5 feet.	15 x 24	41 x 37	140	11 feet 2 x 2	43 in.	57,000 lbs. Outside.
5th.	4	5 feet.	13 1/2 x 22	40 x 38	108	11 feet 2 x 2	40 in.	48,400 lbs. Outside.

The above engines arranged for burning wood, are now running, and are in fair working order, and will be sold low for cash.

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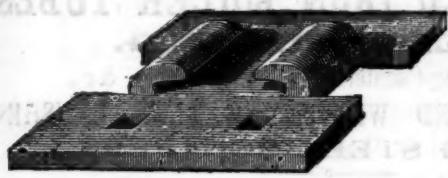


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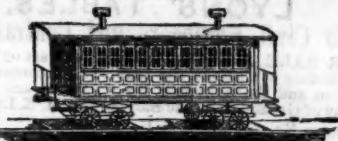
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4. " 12 " 1½ to 1	20. " " 25 " 1½ to 1	21. " " 30 " 1 to 1	
5. " 15 " 1½ to 1	22. " " 28 " 1 to 1	23. " " 30 " 1 to 1	
6. " 18 " 1 to 19.	24. " " 30 " 1 to 1	25. " " 30 " 1 to 1	
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9. " 36 " 1 to 22.	30. " " 30 " 1 to 1	31. " " 30 " 1 to 1	
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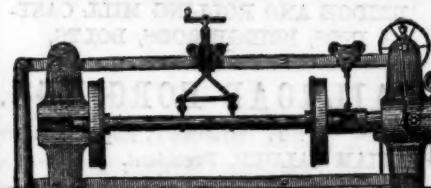
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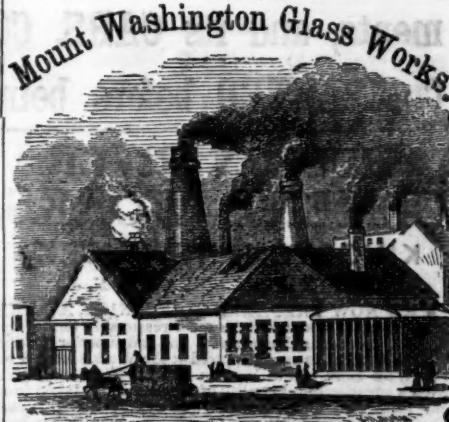
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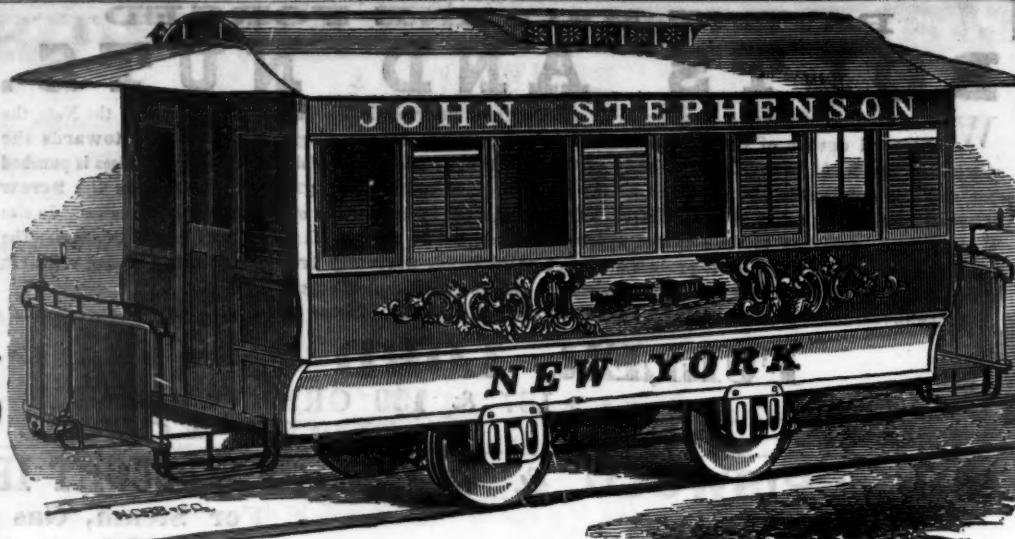
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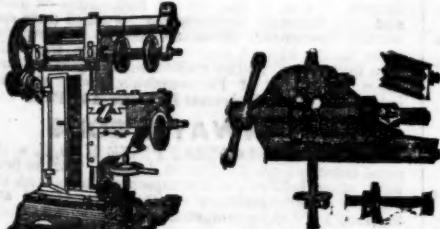
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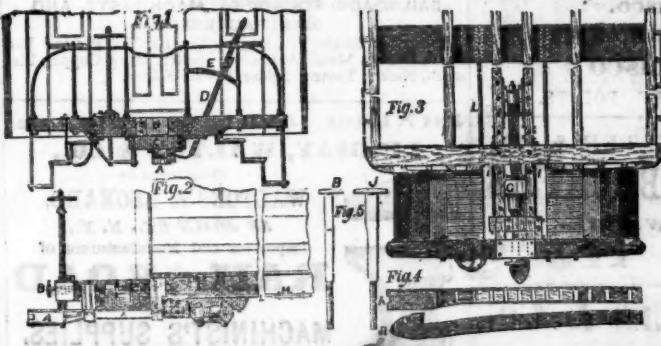
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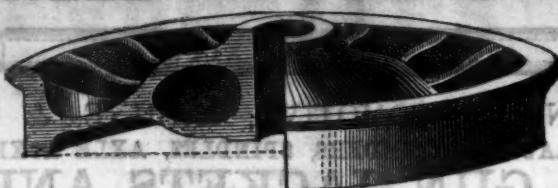
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